

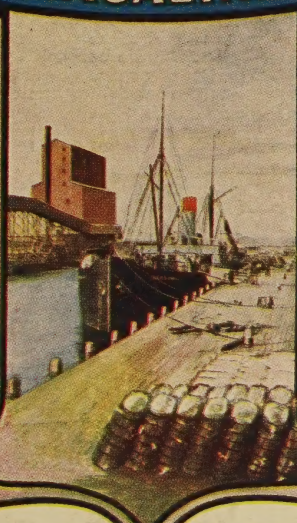
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AN
INDUSTRIAL AND AGRICULTURAL
MAGAZINE



PUBLISHED QUARTERLY BY
THE KANSAS CITY SOUTHERN
RAILWAY COMPANY

J. F. HOLDEN, VICE-PRESIDENT
S. G. WARNER, GEN. PASS'R & TKT. AGT.
WM. NICHOLSON, IMMIGR. AGT.
KANSAS CITY, MO.

Little River County

ARKANSAS

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The best all around general farming and stock raising country, with fewer shortcomings and great material advantages, and a greater variety of agricultural resources than any other country west of the Mississippi River is

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Fifty to seventy-five bushels of corn,
Twenty to thirty bushels of wheat,
Forty to eighty bushels of oats,
Two hundred bushels of potatoes,
Three-fourths to one and one-half bales of cotton,
One and one-half to three tons of hay.
Five to seven tons of alfalfa per acre.

and most of the uplands produce two-thirds of this yield.

Little River County won the first prize on cotton and the first prize of alfalfa at the World's Fair in St. Louis in 1904, and the first prize on corn at the Boys' Corn Club Exhibits, Arkansas State Fair, 1909.

An unexcelled stock country with a natural pasturage lasting more than nine months in the year and a soil capable of producing enormous quantities of forage of every kind. A country free from stock diseases, and in which alfalfa is green all the year round; green switch cane keeps stock fat all winter, and where winter soiling crops can be easily and profitably grown; where the winter climate is so mild that but little extra feeding and shelter are required. There is no section of country where hogs, cattle, sheep, horses and mules can be raised more cheaply than here. The water supply is very abundant, pure and of excellent quality, and the thousands of acres of alfalfa, grasses, forage and grain available here make dairying, hog raising and poultry very profitable.

Little River County, Ark., has within its borders the valleys of Red River, Little River and their numerous tributaries, and more than half of its area is good bottom or second bottom land. Three railways traverse the county, and no tract is more than ten miles from a railroad, and with the extension of the M. D. & G. Railway westward no tract will be more than six miles distant. Nearly every acre in this county is tillable land, and there are no rocky or hilly lands in the county.

Splendid little towns are scattered throughout the county, and there are good schools and churches in every neighborhood. Public health is good. Improvements cost less than one-third of what they do in other localities, because building material is very cheap. Our taxes are extremely low, and lands of the best quality can be had at prices ranging from \$10 to \$35 per acre, some lands cheaper.

Ashdown, the County Seat and largest town, is located near the center, has over 3,000 inhabitants, and is a pleasant place to live in. It is reached from all parts of the county by good public roads. It has three trunk lines of railway, the Kansas City Southern, the St. Louis & San Francisco, and the Memphis, Dallas & Gulf Railways, which afford splendid transportation facilities. There are in Ashdown a cotton oil mill, a stave mill, flour mill, two wholesale grocery houses, two banks, two good hardware, furniture and implement houses, a number of dry goods and grocery firms, a \$40,000 court house, a \$20,000 school building, a \$40,000 brick hotel, three fine churches and numerous other buildings. About six new dwellings and one or two brick business buildings are erected each month, indicating a steady growth.

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Bon Ami, Louisiana

The cut-over timber lands of this locality will produce corn, cotton, cane, forage, fine fruit, including peaches, oranges and figs as well as extra early truck of all descriptions.

There is a large industrial population in this region which needs foodstuffs and forage in large quantity and affords a good home market for farm products of all kinds.

The Long-Bell Lumber Company has large holdings of cut-over timber lands at Bon Ami, La., which it will not colonize at present, but the company will sell land to farmers, fruit and truck growers at satisfactory prices and terms of sale, the object being to supply the local demand for farm produce. Address for information

W. F. RYDER, Manager

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Get a Home in the Ozarks Live on the Great White Way

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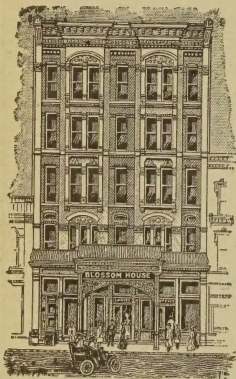
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 23,000 A., Red River hardwood bottom timber lands; good Ry. facilities.
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 3,000 A. farm; 1,000 open land; 24 houses; 100 head of cattle; 5 horses; 25 goats; 50 hogs; corn, hay, etc., and stock of mds.; \$12 per A., including everything; terms, one-half down. The above deals are for large buyers only and will not be cut. Further information to those only who are able to buy. IF YOU WANT A SMALL FARM come to see us at WINTHROP, which is a good small town on the Kansas City Southern Ry.; level lands, no rocks, no mountains, no negroes; all white people in and around Winthrop; good well and spring water. We are the people who have already sold about 150 people, principally from the North, around Winthrop. Write for our literature.
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 40 A.; 25 cult.; 3-r. house; orchard; all under wire and rail fence; ¼ mile school; 4¼ miles Winthrop; good community; \$1,000; terms, \$300 down.
 100 A. improved farm; 35 in cult.; 4 miles Winthrop; \$1,500; terms \$500 down.
 100 A. timber lands; all tillable; 7 miles Winthrop; for \$10 per A. Write for our complete list and Sessions Land Magazine, telling all about Southwest Arkansas. We own lands ourselves and can give terms.
 580 A. black and red land farm; 500 in cultivation; \$40 A.
 640 A.; 450 in cult.; river farm; \$20 per A.
 800 A.; 500 in cult.; 150 in alfalfa and red clover; 14 houses; \$50 A.

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Industrial Department The Kansas City Southern Ry. Co.

If you are seeking a location for the purpose of opening a farm, planting an orchard, raising commercial truck, raising livestock or poultry; or for the purpose of establishing fruit evaporators, preserving, pickling or vinegar works; or to build or operate tanneries, flour mills, grist mills, cotton gins, cotton mills, woolen mills, cotton seed oil mills, fertilizer works; or to manufacture pine and hardwood lumber wagons, agricultural implements, furniture, cooperage, fruit packages, boxes, paper stock, woodenware of every description; to operate a creamery or cheese factory; or to quarry building stone, or slate; or to manufacture brick, tile, sewer pipe or clay products of any description; or to mine lead, zinc, iron; or to engage in a mercantile business of any kind; or operate foundries, machine shops or iron works; or, if you desire to travel for health, for pleasure or for sport, for all of which there are splendid opportunities on the line of the Kansas City Southern Railway, write to

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Kansas City, Missouri

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Ask our OZARK Department about our EXCURSIONS and RATES.

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telephones are the best in the market for speed of operation, reliability and transmission.

Rural Companies all over the country are using Kellogg telephones and will not consider any other.

There is a reason for this, of course—namely, we aim to give the farmer "just what he wants" for his own particular service.

Our success in this is gratifying and we fill each order with the certainty that we are giving the customer the **BEST** high-class workmanship can produce.

Write for our bulletins mentioning this paper.

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PER ACRE

No better opportunity could be offered to a man with limited capital.

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Real Estate Company

GILLHAM,
Sevier County, Arkansas

J. J. ROBERSON, Office
Manager Bank of Gillham

BALLARD, OKLAHOMA

A new, thriving town of about 300 people, overlooking The Kansas City Southern Railway Company's new terminal grounds, now under construction. Population doubled in sixty days.

The town now has a general store, postoffice, market, lumber yard, newspaper, four charcoal kilns, concrete block factory, brick school building, feed store, private hotels, blacksmith, carpenter, shoe shop and barber shop, and

Now needs a bank, drug store, hotel, physician, dentist, large shoe, dry goods, groceries, hardware and furniture stocks, flour and grist mill, sawmill, creamery, livery barns, wagon repair shops, etc.

Ballard is surrounded by a fine fruit and farming country, including much very fertile river bottom land and has a good home market.

Ballard Town Lots a Good Investment!

Lots sold at the opening of the new townsite for \$25.00 each have since been sold for \$150.00 each and the boom has just started.

PRICES AND TERMS.

Prices for lots in Ballard range from \$25.00 to \$300.00. All sales 20 per cent cash down and 10 per cent a month until paid. For all cash a discount of 10 per cent is allowed.

Free sites given for churches and legitimate manufacturing enterprises.

Warranty deed and abstract, showing perfect title furnished purchaser free of charge.

BALLARD REAL ESTATE CO.,
Exclusive Agents, Ballard, Oklahoma.

DE QUEEN, ARK.

A hustling city of 3,500 people has been selected as a division point of the Kansas City Southern Railway. Population will double in the next three years.

Right now is the time to invest in city and farm property. Good farming land at \$10 per acre.

Write for Descriptive Circulars

Farmers' & Merchants' Bank and Trust Co., De Queen, Ark.

Our Trust Company back of every deal.

HORATIO, ARKANSAS—"City of Peaches."

BEST FARM LAND! BEST FRUIT LAND!

4,000 acres Peaches, Strawberries, Cantaloupes, all farm crops. Land \$10 to \$50.

Country developing. Prices advancing.

PORTER LAND OFFICE, Horatio, Sevier County, Ark.

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I have farms, fruit lands, stock ranches, timber lands, city property in Arkansas and Oklahoma. Can locate you near Kansas City Southern Ry., where you can load your fruit and vegetables at 6 p. m. and have them in Kansas City for breakfast next morning. Good market.

L. P. MOSS, - - - SILOAM, SPRINGS, ARK.

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MENA POLK COUNTY ARKANSAS

The Ozark Mountain Region, in which Polk County is situated, affords the best locations for ideal rural homes.

Here the general farmer can most profitably produce corn, oats, wheat, cotton, alfalfa, clover, broom corn, millet and all forage plants used in raising live stock and poultry.

Here the Fruit and Truck Grower has everything in his favor. Winter apples and peaches succeed here when they fail in other localities, and these, together with pears, plums, cherries, grapes, strawberries, blackberries, cantaloupes, melons, potatoes, tomatoes, onions and commercial truck crops generally, yield splendid financial results. Large shipments are made from Mena, Hatfield, Cove, Vandervoort, Wickes and Granniss, towns on the railway in this county.

Here the stock raiser has in his favor a mild climate, excellent natural pasture, a long growing season for the cheap production for forage and a short, quick transport to market. No better country anywhere for raising horses and mules, cattle, hogs, sheep, goats and poultry.

Good lands, unimproved, can be had in many localities moderately convenient to transportation for ten dollars per acre and improvements cost less here than one-third of what they do in an old settled country. Lumber is cheap and fuel can generally be had for the hauling.

Mena, Ark., the county seat, has 5,000 inhabitants and is an excellent business point. It has an abundance of raw material for furniture factories, cooperage, box, crate and woodenware factories; for slate products of all kinds; brick manufacture; cotton seed oil and fertilizer factory; fruit canning, preserving, and pickling works; creamery, cheese factory and other enterprises. Owing to the rapid settlement of the adjacent country there are also good openings in commercial and professional lines.

The greatest attraction of Mena and Polk County for the healthseeker is its splendid summer and winter climate. There is no hot, sultry summer or grim, cold winter in this region, but instead, a cool bracing temperature in a pure undefiled atmosphere. Pure, soft water is found everywhere and excellent medicinal springs abound in many places. The altitudes of the City of Mena vary from 1200 to 1600 feet.

Visitors may be accommodated in three good hotels and can also find accommodations with private families.

The Mena Land and Improvement Company has in Mena some fifty or more cottages and more pretentious buildings which it will rent or sell to those who may desire to locate at Mena, or who may desire to spend their summer or winter vacations there. Descriptions will be furnished on application to

Mena Land & Improvement Co.

W. C. B. ALLEN, Manager

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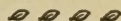
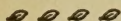
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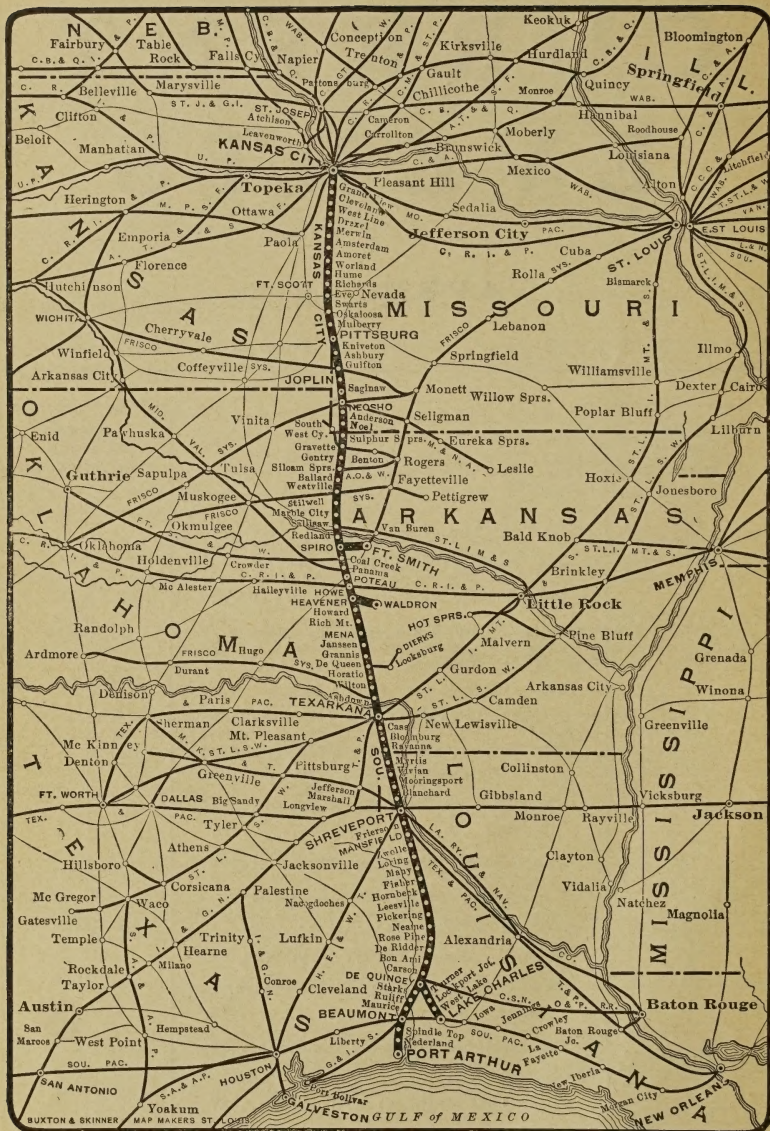
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MAP OF THE KANSAS CITY SOUTHERN RAILWAY.

Port Arthur, Texas

The city of Port Arthur was founded by the Kansas City, Pittsburg & Gulf Railway Company, now the Kansas City Southern Railway Company, in 1896, and is situated on the west bank of Sabine Lake, a shallow body of water some seven or eight miles wide and about seventeen miles long. The city is in the extreme southeast corner of Texas, and the location selected was an open prairie, then used as a cattle pasture, distant about ten miles from deep water and fourteen miles from the open Gulf of Mexico. A deep channel, known as Sabine Pass, connects the lake with the gulf, and at the upper end of the lake are two navigable rivers, the Neches and the Sabine. Ships of moderate draught could enter the channel to receive lumber and cotton brought to the village of Sabine in light draught boats from the rivers above. A great railway was building south from Kansas City. It needed a deep sea terminus and to get it would have to turn either to the east to New Orleans or to the west to Galveston. The harbor of Sabine Village was not considered safe where great shipping interests were involved. The new railroad was built through a new, undeveloped, but marvelously rich country, a distance of 787 miles, to within ten miles of the deep water in the gulf, and then stopped. It was found more expedient to bring the gulf to the railway terminus and build a new harbor than to carry the railway to the more exposed village on the channel, and so it came about that a deep water seaport and a commercial city was laid out ten miles inland in a quondam cow pasture, bordering on a shallow lake. At this junction of rail and water communication, the city of Port Arthur was located and there was established the finest and safest harbor on the entire gulf coast. The men who built the railway also extended the deep water inland ten miles, and the wisdom of locating the harbor where it is has been demonstrated many times since then.

The location of Port Arthur is an exceedingly favorable one in regard to the development of future foreign commerce. The gulf coast is divided into two sections of equal length by the Mississippi delta. In the 900 odd miles east of the delta, the eight seaports, New Orleans, Mobile, Pensa-

cola, Tampa, Gulfport, Key West, Appalachicola and Cedar Keys, had in 1910, a total foreign commerce of \$293,000,000; in the 900 miles west of the delta there are only two seaports, Galveston and Port Arthur, with a total foreign commerce of \$225,000,000. Galveston, the older port, carries the great bulk of this commerce, but Port Arthur has increased its foreign commerce from \$12,975,651 in 1908, to \$24,155,496 in 1911, showing an increase in three years of 86 per cent.

The opening of the Panama Canal will demonstrate the advantage of location more clearly. The general public believes that the Panama Canal is south of California and Mexico, or nearly so—as a matter of fact, it is south of Buffalo and east of Florida. The distance from New Orleans to Colon, the Atlantic end of the canal, is 1,380 miles; from San Francisco to Panama, the Pacific end of the canal, 3,302 miles, 2,000 miles further from the canal than is New Orleans. The North Atlantic seaports are about as far from the canal as is San Francisco.

At the present time, the ports of the Atlantic coast, covering about 2,000 miles, have an annual foreign commerce valued at two billion dollars, the Gulf Coast ports about five hundred million dollars and the Pacific Coast less than two hundred millions. A change in the sea routes, certain to be brought about by the opening of the canal, will undoubtedly cause a great change in the distribution of the foreign traffic and the Gulf Coast ports will not be the losers.

The city of Port Arthur, which is distant from the docks and turning basin, about two and one-half miles, was platted in 1895-6. In 1898, it was incorporated as a city of 1,000 inhabitants. In 1900, the United States census gave it a population of 900. The census of 1910 shows a population of 7,663 within the incorporated city limits, but does not include a large residence district just outside of the city limits, nor does it include the refinery and dock districts, the population of which added would make a total of over 10,000.

The local industries provided a monthly pay roll of \$146,000, and there were in operation the Gulf Refining Company's plant, 225 employes; the Texas Company,

150 employees; the J. M. Guffey Petroleum Company, 75 employees; the Port Arthur Rice & Irrigation Company, 32 employees; Stevedores, 200 employees, a cottonseed cake mill, a cotton gin, a 500,000-bushel elevator, an electric street car system, a planing mill, an oil pipe line covering three states, wireless telegraph station, local and long distance telephone service.

Port Arthur has six miles of concrete sidewalks, eight miles of paved streets, ten miles of board walks and a modern fire department, sewerage and drainage system, an excellent public school system, the buildings alone costing \$180,000; the Plaza Hotel, costing \$125,000; the Mary Gates Memorial Hospital, cost \$75,000; the Port Arthur Business College and Dormitories, cost \$65,000; a public library, costing \$20,000; the Manual Training School, Model Dairy and hundreds of substantial business buildings and attractive dwellings.

The mercantile lines are represented in two banks, five drug stores, eleven dry goods and clothing firms, two fish and oyster houses, eighteen grocers, four hardware and furniture dealers, one harness and saddlery firm, twenty-two hotels, restaurants and boarding houses, two jewelry stores, three livery barns, one steam laundry, two retail lumber dealers, two millinery stores and thirty-one miscellaneous establishments. There are in Port Arthur ten religious organizations, of which seven have church buildings.

With possibly one exception (Bayonne, N. J.), Port Arthur is the greatest oil refining and shipping point on the globe. It has two immense refineries, belonging respectively to the Texas Company and the Gulf Refining Company. Each corporation possesses its own fleet of oil-carrying vessels, constantly departing to the four quarters of the earth, with their usual cargoes. These comprise sixty-six vessels with an aggregate tonnage of 423,613 tons. The refineries employ in all about 800 men and produce high grade stove and engine gasolines, painters' naphtha, kerosene, fuel and gas oil, light and heavy lubricating oils and asphalt. The quarterly output of all sorts of oils is about 431,879 tons, equal to 130,000,000 gallons.

The total oil shipments by vessels from Port Arthur in 1911, amounted to 976,193 barrels of crude and refined oils. In January, 1912, there were loaded at Port Arthur, 204,986 barrels of crude oil and 592,619 barrels of refined oil, and from Sabine 78,192 barrels of crude oil and 99,913 barrels of refined oil.

The Harbor of Port Arthur.

The harbor of Port Arthur is distant about two and one-half miles from the city. It is the point where the railroad ends and water transportation begins. The work of the Port Arthur Channel & Dock Company began in 1896, and was completed in 1899, at which time the first ship, the St. Oswald, was loaded with a general cargo for Germany at the docks. The Port Arthur Ship Canal was dredged through the land from the head of deep water at Sabine Pass, seven and one-half miles, to the mouth of Taylor's Bayou, the site of the proposed docks of the new port. This port is fourteen miles inland from the Gulf of Mexico, and is reached through a broad channel maintained at a depth of twenty-five feet, every day in the year. It is the safest seaport in the United States and this fact is well appreciated, more seagoing vessels being registered as belonging to Port Arthur than in any other port south of Chesapeake Bay, except New Orleans. Port Arthur ranks tenth in the list of American cities in the ship tonnage owned.

The Port Arthur Ship Canal is a sea level canal, without locks, seven and one-half miles long, 183 feet wide and twenty-six feet deep at mean low tide, with twenty miles of water front and two miles of docks and wharves completed. Having no current the docking of ships can be accomplished with dispatch and is entirely free from the dangers incident to other gulf ports. The turning basin of the harbor is 500 feet by 2,000 feet in area, and has a depth of twenty-five feet.

The United States Harbors and Rivers Committee has adopted the plans of the United States Board of Engineers for the improvement of the Port Arthur Canal and Sabine Pass, involving an expenditure of \$2,000,000. The work in contemplation (1912) is: (a) repair and building up of the jetties, \$1,385,400; (b) dredging Port Arthur Canal, 26x150 feet, \$283,800; (c) dredging a new turning basin, 26x600x1,700 feet, \$141,300, and contingent expense, \$189,000. The cost of maintenance for the first year is estimated at \$290,000.

The equipment for the handling of ocean freight at Port Arthur is very complete. All slips have a depth of twenty-five feet. The lumber basin is 150 feet wide and 2,400 feet long. It has one dock 58 feet by 1,750 feet, one dock 22 feet by 650 feet and lumber sheds 31 feet by 400 feet. A new lumber warehouse, 820 feet long and 120 feet wide, with necessary trackage, is to be built during the year 1912.

Slip No. 2, is 250 feet wide and 1,500 feet long. On its east side are warehouses 90 feet by 1,500 feet, and a dock 24 feet by 1,500 feet.

Slip No. 3, is 250 feet wide and 2,300 feet in length. On its east side are docks 40 feet by 2,300 feet; warehouse and sheds, 90 feet by 2,300 feet. On its west side is an elevated dock 32 feet by 812 feet, a dock 42 feet by 436 feet; an elevator loading dock 22 feet by 650 feet; a warehouse 44 feet by 812 feet, and an elevator with 412,000 bushels capacity.

There are five warehouses in the harbor. Warehouse No. 1 has an area of 90 feet by 700 feet; the cotton shed, 90 feet by 1,588 feet; warehouse No. 2, 90 feet by 700 feet; warehouse No. 3, 90 feet by 700 feet; oil cake shed, 44 feet by 812 feet. The lumber wharves are respectively 22 feet by 650 feet and 58 feet by 1,750 feet in area.

The elevator capacity is 412,000 bushels of wheat or 375,000 bushels of corn. The dryer capacity is 1,000 bushels per hour. The elevator has four loading conveyors and has loaded 80,000 bushels of wheat into a ship in one hour and thirty-six minutes. The harbor is provided with an extensive system of railway tracks, 12.45 miles serving the warehouses and wharves, with convenient storage and switching yards, so that there can be no congestion and freight can be delivered to the ships without delay.

The Port Arthur Canal was turned over to and is now maintained by the national government. A short distance south of the turning basin, which is situated at the mouth of Taylor's Bayou, is the mouth of the Sabine-Neches Canal, a waterway ten feet in depth, cut through the land and leading to the cities of Beaumont and Orange, Tex.

Since completion of this canal the cities of Beaumont and Orange, Tex., have voted a bond issue of \$580,000 for the deepening of this canal to twenty-five feet, which was supplemented by a United States government appropriation. The contract has been let for the deepening of the canal, and this work is to cost \$533,000. The total available fund amounted to \$856,000, leaving a balance of \$323,000 for improvements not included in the contract.

The harbor is one of the safest known, owing to its land locked position. The historic storms of 1897 and 1900, which did so much damage to vessels in nearby waters, and the almost equally severe storms of 1909, did no damage whatever to ships in the harbor of Port Arthur. The

railway haul to this port from the vast grain fields of the North and Northwest is the shortest in the United States. Shipments to foreign markets by way of Port Arthur require at the most but one transfer (in comparison with three or four via Atlantic ports), and will reach their foreign destination before the same could reach the Atlantic seaboard, as but five days are required, after loading at Kansas City, before the grain is in the vessel ready for the sea. Cotton can be taken anywhere south of the Arkansas River and be aboard ship in two or three days. With the enormous warehouse capacity available everything for export or import is handled under cover and cargoes can be assembled in such manner that the expense of loading is reduced to a minimum. The Texas Company and the Gulf Refining Company have extensive shipping facilities not outlined above. Port Arthur is a full customs port of entry in the District of Sabine, with the privilege of the Immediate Transportation Act. There is no delay in handling goods for immediate consumption or for transportation inbound to inland ports.

The governments of Great Britain, Norway, Uruguay and Panama have vice consuls, Germany a consular agent, the Netherlands and Mexico have consuls here. The quarantine regulations are in accordance with the laws of Texas. The banks of Port Arthur handle foreign exchange and the government maintains a marine hospital. Ship chandlers, a coaling station and all other facilities incident to maritime traffic are present.

Pilotage is compulsory except for coastwise vessels. Reliable pilots are always on watch on ocean going tugboats. The pilotage charges are: From the bar to Sabine, \$4 per foot of draught; bar to Port Arthur turning basin, \$4.50 per foot of draught. The pilotage in shifting docks is \$10, and that of running lines \$10 to \$15. The tug assistance in dock, \$25, and the usual custom house charges. There are no harbor masters' fees, shed dues, dockage charges and lighterage is not necessary. The entrance to Port Arthur is over the Sabine Bar, which is marked by government ranges. Anchorage in Sabine Pass at six fathoms. Minimum depth in harbor and at any point from there into the open gulf, twenty-five feet. Tide rise and fall, eighteen inches.

The following steamship lines make regular sailings: The Port Arthur-Trans-Atlantic Line, the New York and Porto Rico line, the Gans Line, the Vogemann Line, the Fowler & McVittie Lines, all for

foreign ports, and the Seaboard & Gulf Steamship Company, engaged in coastwise traffic. In addition to these there is a large number of oil and lumber carriers and vessels engaged in coastwise trade. The inland communications of Port Arthur consist of the Kansas City Southern Railway, the Southern Pacific Railway, Western Union and Postal telegraph lines, United wireless station, long distance telephone connections and about ten in and out mails each twenty-four hours.

Since January, 1907, the national government keeps no record of the coastwise traf-

fic. The gross value of exports to foreign ports, since the ship canal was completed up to 1908, is in excess of \$45,000,000. The merchandise and miscellaneous cargoes carried for the coastwise trade during the same time are valued at \$50,000,000.

The foreign traffic for the year 1900, was carried in 87 vessels, with a tonnage of 125,878 tons, and valued at \$9,816,106; that of 1908, in 152 vessels, with a tonnage of 298,117, valued at \$12,964,644; that of 1909, in 205 vessels, with a tonnage of 463,464 tons, valued at \$17,578,949. The export and import of 1910, is valued at \$20,499,532; that of 1911, at \$24,155,496.

The Making of a Plank

The most commonplace thing in a civilized country is a sawed plank. Millions of people see them daily, but comparatively few have any idea of how a plank is made, or where it comes from. The making of the plank is almost as commonplace as the plank itself, yet it is a long step from a standing tree to a finished parlor floor. The process of making a plank may be of some interest to those who have not been inside of a big sawmill. A modern lumber mill is an almost automatic machine, and very little in the log that can be put to practical use nowadays goes to waste.

An up-to-date lumber mill plant is practically a complete town in itself. From 500 to 1,500 men are frequently engaged in one plant, which must be located where there is a forest of good timber and an abundance of water, and these conditions generally prevail at points remote from the centers of population.

In the operating of a mill, the first consideration is the plentitude of suitable timber. There must be enough of it in a given locality to warrant the erection of the mills, which may cost from \$10,000 to \$100,000, or more, for machinery alone. A new mill recently completed cost \$750,000, and has a capacity of 350,000 feet of lumber per day of ten hours.

Then comes the question of transporting the rough logs to the mill and the transportation of the finished product to the market. The men employed in the mill must be housed and sheltered and this means a large outlay for houses. If the



LONG LEAF PINE FOREST, CARSON, LOUISIANA.

new plant is on a water course of sufficient depth and permanency, the logs can be floated to the mill, but in the majority of cases this is not practicable and expensive tramways must be built to get the logs to the mill. In either event there is considerable expense. The vagaries of a rising stream will carry the logs far inland, or jam them up in the channel or carry them by the mill. Rafts get stranded or broken up and a considerable number of men are required, and have their place on the payroll, to see that the logs go the way they should go.

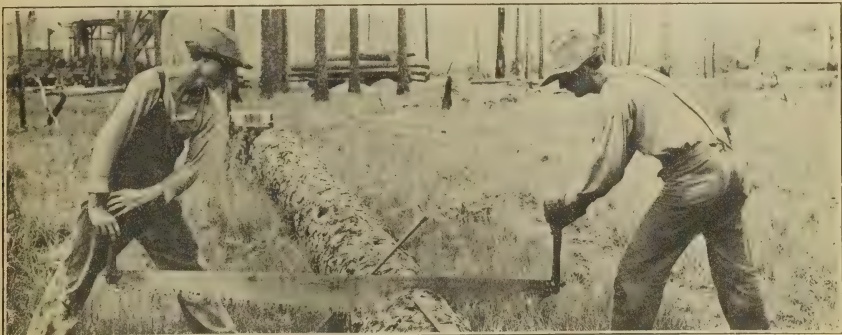
No inanimate object can make more trouble than a floating log. If it can do no other mischief it can sink to the bottom of the river or mill pond and stay there. The mill pond is not deep and the logs can be coaxed to come to the surface. When they sink in the river they escape the saw for many years to come. It is claimed by lumber men that the bottoms of the Neches, Sabine and Calcasieu rivers are lined with sawlogs for more than a hundred miles. Some day, when lumber is

more expensive than it is now, it may pay to fish them out and saw them. In the more hilly country, roads must be cut and bridges built and beyond these preliminaries there is a considerable outlay for heavy wagons, horses, mules and oxen to move the logs to either the stream or the tramway.

The first operation is the selecting of the timber to be sawed. Every mill has its experts, who can determine almost at a glance how many feet, board measure, there are in every tree, whether or not the tree is sound, gnarled, wind shaken or twisted, and only the sound trees are selected.



GETTING READY FOR THE WORK, BON AMI, LOUISIANA.



LOGGING IN THE FOREST, BON AMI, LOUISIANA.



FELLING LONG LEAF PINE TIMBER, BON AMI, LOUISIANA.

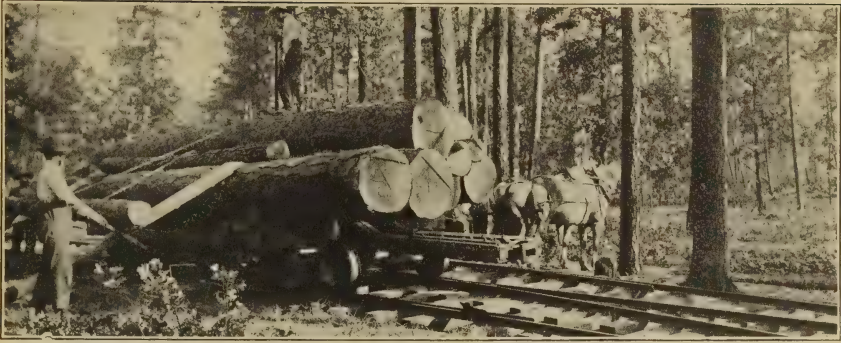
After the trees have been duly marked, and they vary in thickness from eight inches to forty-eight inches, and in height from fifty feet to one hundred feet, they are felled. The axe is used more or less in all lumber camps, but a saw, made especially for the purpose, is more generally used. It requires much experience and good judgment to fell a tree in such manner as to clear all the surrounding trees in its fall and not shatter itself to pieces. The manner of cutting determines the direction in which the tree is to fall. After

the tree is down it is cut into suitable lengths, which are known as logs. If convenient to a stream, the logs are dragged by oxen or horses to a point where they can be conveniently rolled into the water. Where there is no stream or a convenient tramway, they are rolled on the wagons and hauled to the mill pond for more convenient handling at the mill.

In Arkansas, the prevailing pine timber is the short leaf variety, usually found growing among the hardwood trees. The pine grows very tall, the first limbs being



DRAGGING LOGS TO THE LUMBER TRAMWAY, BON AMI, LOUISIANA.



SKIDDING LOGS ON CARS, USING HORSES.

found at a height of fifty to sixty feet. Along the river bottoms the growth is large. In the mountain regions the trees are smaller, the yield in pine lumber being from 3,000 to 4,000 feet per acre, the low-land timber yielding from 5,000 to 6,000 feet per acre. The hardwood growing on the same land would yield from 3,000 to 5,000 feet. In the north of Louisiana the short leaf pine prevails and grows on the same land with hardwoods. The yield per acre in lumber is larger than it is further north. In southern Louisiana the long leaf variety takes all the ground and the yield will average 10,000 feet per acre, and on some particular tracts has run as high as 30,000 feet per acre.

If the tree be felled near a tramway the logs are dragged by oxen or horses within

easy reach of the steam loader, which picks them up as a boy would a match and places them on the logging car in good order. When the train is loaded and each carload securely chained down, a powerful dumpy, wheezy little engine hauls it to the mill pond, where the logs are dumped into the water. In all these operations it is necessary that the men be expert and that they understand the movement of heavy bodies and be alert at all times. It is an easy thing to get into the way of a gyrating log, which ought to go the other way, but does not.

At a mill a number of amphibious men have ample opportunity to display their agility in riding logs and balancing themselves on very unstable footings. On the rivers, and when there is a log jam, there



A STEAM LOADER AT WORK NEAR DE QUEEN, ARKANSAS.



HAULING LOGS TO THE MILL, JUANITA, LOUISIANA.

is more or less personal danger in the handling of the logs and occasionally a logger is crushed or drowned. In the mill pond the logs are attached with a heavy chain to a hawser and are yanked, one after another, up a slippery inclined chute to the saw room, which is usually on the second floor of the mill. Their stay on the inclined log bed or platform is very short. At each side of the platform, near the carriage, there is a "flipper," which throws the log on the carriage in a jiffy.

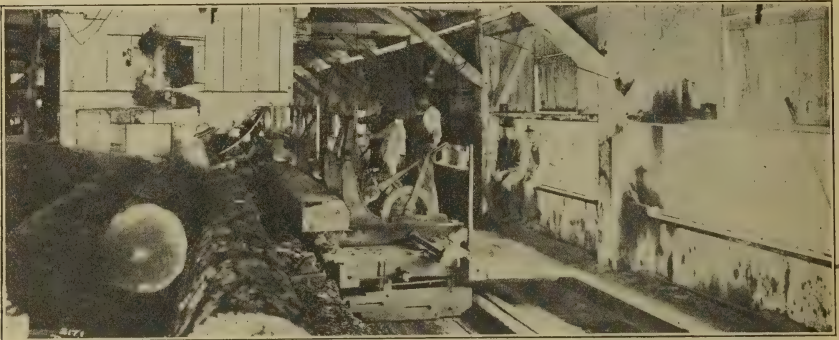
As soon as the log is on the carriage, it is automatically adjusted and securely fastened and a touch on the lever sends the carriage with the log against the saw. In a second or two it has passed through the log and cut off a slab.

In the smaller mills and in the older mills the large circular saw is in common

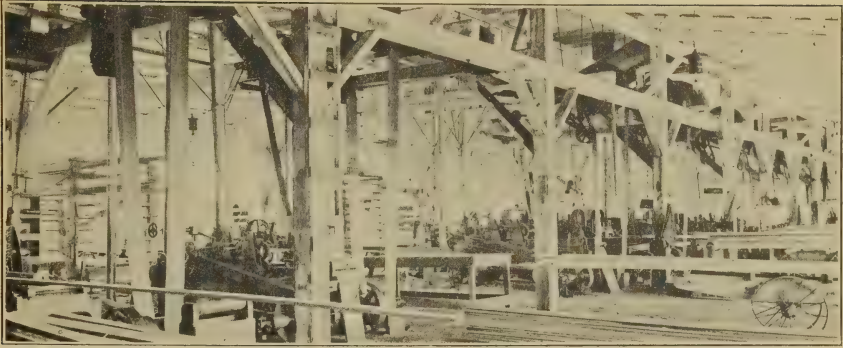
use, but in the newer mills and where very large timber is prevalent, immense band saws are preferred for the first cutting. A band saw will pass through a log from four to six feet in diameter. This saw is a steel band from ten to twelve inches wide and about fifty feet long, securely welded so as to form a continuous hoop or band. It is stretched over two pulleys and runs at a speed of about two miles per minute.

In the newer mills, the band saw has teeth on both edges and catches the log coming and going. The daily output of the different mills varies from 25,000 feet to 300,000 feet, and a new mill, at present under construction, is expected to saw 350,000 feet in ten hours.

The first slabs cut off are irregular in length and width and have the bark on.



SAWMILL INTERIOR—BAND-SAW AT WORK.



SAWMILL INTERIOR—PLANING DEPARTMENT.

After two or three slabs have been removed, the log is automatically turned by a huge finger, commonly called a "nigger," which projects through the floor, and slabs are cut away until the log is square to the dimensions of the lumber to be cut. For bridge timbers, railroad lumber, dimension stuff, such as scantling, rafters, joists, stringers and special sizes, the manipulation generally ends at the first saw, but when ordinary lumber of standard sizes is to be cut, several additional operations are necessary.

The squared log, on its carriage, is moved to and fro with the utmost rapidity, losing a plank with each forward movement. The adjustment of the log for each cut is almost instantaneous, a slight touch at the lever does it and a dozen planks are sawed before the story could be told in words. The planks of standard width drop on an

endless chain carrier, run to a second carrier, which moves them broadside against two circular saws and in an instant the ends are trimmed to standard length. They then drop on another carrier and go either to the drying kilns or the lumber yard. In the planing mill one or both sides are planed smooth, the boards passing through the machine in a continuous procession.

They are then ready for market and are loaded on cars usually standing on tracks running to the planing mill. Most of the slabs, first cut off the log, have the regulation thickness, but lack the width and length. They run over other carriers and come between different sets of circular saws that cut them to lumber of smaller standard dimensions, trimming off the edges as well as the ends. There still remains a quantity of slabs too small to make merchantable lumber. These are run auto-



BUILDING A LUMBER TRAM.



LOADING LUMBER FOR EXPORT, PORT ARTHUR, TEXAS.

matically through another series of circular saws, which reduce them to plaster laths. In the planing mill department the smaller sizes of planks are planed on one or both sides, are tongued and grooved to make flooring, or are beveled to make weather boarding or drop siding and other forms of merchantable lumber. In the Western territories, where both lumber and fuel are scarce the refuse from the slabs is sold for fuel, but in the Southern states, the shavings and some of the sawdust are automatically carried to the boiler room and fed to the furnaces, but the most of it goes to the burning heap, several hundred feet away from the building, where it is carried automatically.

In the foregoing description, the long and short leaf yellow pine is more especially alluded to, the lumber from which is generally used in house building, where great strength and durability are required. It is also extensively used for casings, baseboards, ceiling, flooring, and for interior finishing, being, when properly selected, a

most ornamental wood, and used in preference to any other wood in the United States. For the lighter construction, such as mouldings, doors and siding, Northern white pine and Southern cypress are extensively used.

Formerly the waste connect with lumbering was enormous, but within the past ten years this evil has to a large extent been remedied. The pine stumps, which formerly were left to litter up the country and to rot, are now being worked for the turpentine and rosin they contain, and the extraction of these commodities has been found profitable. The cut-over lands are being converted into farms and much of the fallen timber, particularly such as has been charred by forest fires, makes excellent fence posts, scantlings, etc., used by the farmers in building their fences, barns, out-houses, etc. As fence posts, charred long leaf pine is expected to last ten years.

The shavings from the planing mills at Orange, Tex., are used for the manufacture of paper. By a chemical process, in which



AT THE LUMBER DOCKS, PORT ARTHUR, TEXAS.

sulphur and soda are used, the pitch in the shavings is reduced to a soap, leaving the vegetable fibre to be used in the making of the paper. By another process the soap is disintegrated and certain valuable products are obtained.

Old pine stumps are subjected to a process of destructive distillation and are made to yield in large quantity creosote, wood alcohol, acetic acid, turpentine and a large number of other by-products, all of which have a market value.

The manufacture of hardwoods, for wagon timbers, furniture and various other purposes, is a separate and distinct business. The mills are usually smaller, and the material turned out is of smaller dimensions. Shingle making is also a separate industry, in which white pine, cypress, red cedar and California red wood are consumed in great quantities. In cooperation a considerable variety of woods is used. Vinegar, wine, beer and oil casks, paint barrels, require the best white oak timber; for flour barrels, sugar barrels, etc., some of the softer woods find application, though cottonwood, gum, yellow pine, sycamore, etc., are used in the very cheapest.

The manufacture of fruit boxes, crates, egg cases, baskets, etc., is a very important industry, utilizing the sycamore, cottonwood, linn, poplar and gum timbers in great quantity. In the manufacture of baskets, crates

and light boxes, the log, usually four feet in length, is thoroughly boiled and then put in a lathe. A great knife-blade, held against it, peels off a shaving four feet wide and from thirty to fifty feet long. This shaving, from one-sixteenth to one-half inch thick, is cut in proper lengths and widths or stamped out in the desired forms, run through a machine and comes out a finished basket, well made and serviceable and wonderfully cheap.

The lumber industry on the Kansas City Southern Railway is enormous in extent. Yellow pine timber grows along 450 miles of this railway. Most of the merchantable pine timber north of the Arkansas River has been removed. About 200 mills, large and small, are engaged in lumber manufacture. They vary in capacity from 4,000 feet to 200,000 feet per day. More than 100 mills handle pine lumber exclusively, the others handling both pine and hardwoods, or hardwoods, shingles, ties, posts, cooperage stock, etc., exclusively. The daily capacity of the pine mills is about 5,000,000 feet. The year 1911 was not a busy lumberman's year, yet there were transported over the Kansas City Southern Railway 38,786 carloads of pine lumber, 3,429 carloads hardwood lumber, 3,941 carloads ties, posts, logs and piling, 771 carloads cooperage stock and 333 carloads of cordwood; total, 47,260 carloads of forest products.

School Day Reminiscences

The mail had reached us in camp, about sixty miles from nowhere, as it usually did about once every ten days. Max, our flagman, had received his letters with the rest of the party, and after supper, when it was too dark to read and too early to go to sleep, he joined the others to listen to the chief's discourse on the unlimited coinage of silver at the ratio of sixteen to one. Max was usually taciturn, seldom took part in discussions and was considered the best listener in the party. One after another began to yawn during the discourse on finance, and finally the chief himself yawned and inquired of Max as to whether he had received any good news from home. "Yes, I have just received my boy's school report; he is doing very well at school and he is at the head of his class. Next time I go in I think I will bring him out here with me. He is a thin, puny, little fellow,

works altogether too hard, and knows more than I did when I was five years older than he is. His examination papers and reports are always good and mine rarely were. Six months of roughing it with us will do him more good than all the cramming and boning he will do at school in a year. I am a fairly good engineer, even if I did dread these monthly school reports, and this reminds me of one report my good father never got to see. None of them had ever been good and this particular one was unusually bad. Father asked me for it several times, and finally losing patience promised me a fine lambasting if I did not produce it the following morning.

"Shortly after breakfast father picked up his hat, preparatory to starting for his office, and I was just congratulating myself on my escape from an accounting,

when he suddenly turned to me and said:

"Now, son; let's have that school report; hurry up; I can't wait long."

"What report? I don't know anything about any report."

"About this time he reached for a switch, which was kept for the riding pony, and which action greatly disturbed my equanimity."

"Himmel—Donnerwetter! The school report; hand it here, quick! No, not this one; this is last month's! Well, am I going to get it?"

"I—I haven't got it, and I can't find it, and I—I don't know where it is, and at about this point of the interview the tears began to flow copiously."

"Son, I want that report and you had better find it quickly," and during the talk he was flicking the dust from his trousers with the switch.

"I—I—c-a-n-'t find it. It's lost, and I hunted for it a long time. I don't know where it is.' I now needed another handkerchief, but exit from room was impracticable."

"See here, son; where is that report? Where did you lose it? What did you do with it? I want to know all about it, so out with it, or——" and the switch cut a circle through the air.

"I—I—m-a-d-e a kite last week, and I—I didn't have any paper, and so I—I stitched on the report; I—I thought it was something else, and the string broke and I—I couldn't find it again."

"Yes; now I know why you cut the string on the kite, while I was holding it, and wasted a whole spool of mamma's thread," my little sister chipped in.

"My father looked at me for a moment, and then got red in the face and turned his back to me. His shoulders were humping up and down and I couldn't see whether he was laughing or crying. My mother, who had been in the room, put a handkerchief to her face, and went to the next room, followed by my father. He came back in a few minutes. 'Son, you will work every day during vacation and catch up with your lessons.' And I did."

"Three years later I was sent to a big German boarding school in another town. It was a large three-story building, with the class rooms on the ground floor. On the second floor was the dining room, kitchen, and dormitories of the teachers. The third floor contained the dormitories of the boys. In the extreme back corner was the carcer, or jug, as the boys called it. It was a scantily furnished room, with barred windows and a secure lock on the

outside door. Two or three days on bread and water in the room generally took the kinks out of the laziest and most ill-behaved youngster."

"The principal was a very learned old gentleman, whose voice was nasal and who lectured early and often in a strong and Bavarian dialect. He was very droll without knowing it, but made us get our lessons, nevertheless."

"Mimicking in voice and gesture was one of my best accomplishments, and it was not long after my arrival there before I had the good old professor down fine. I had sent the janitor on half a dozen fool's errands before he discovered who was giving bogus orders in the professor's tone of voice, and had boxed my ears for it."

"During one of the lectures on natural history, the professor laid his spectacles on the desk and stepped out to answer the door bell. Half a minute thereafter your humble servant stepped behind the professor's desk, put on his spectacles and his little skull cap, took a pinch from his brown old snuff box, sneezed three times and wiped his nose on the professor's bandana—"

"Ahem! What was the particular family of quadrupeds we were discussing? Ah! Yes! The pachyderms, to which very properly belong the elephant, who needs no express wagon to carry his trunk and does not get it checked when he travels, the intellectual and agile rhinoceros, the dainty behemoth and several swine we know personally"—and so on to the great entertainment of the boys, who enjoyed it immensely. In speech and gesture the professor was thoroughly mimicked. My lecture could not be a long one, for every moment I expected to hear the professor's footsteps at the further end of the hall, but as long as I heard none, I continued. After a minute or two I noticed that the boys were very quiet and industriously reading their lessons. This being unusual, I turned my head toward the door, and there stood the professor with the door knob in his hand!

"The spectacles and the skull cap were quickly put in their proper places and I resigned my professorship."

"Max, you will come upstairs with me and we will discuss this matter."

"So we climbed up the two flights of stairs, and finally landed at the jug, in which recalcitrant youngsters were locked up until they cooled off. The professor unlocked the door and opened it wide. He sat down on the edge of the bed and after a vigorous criticism of my personal virtues, he said emphatically:

"Now, my son, I am going to lock you in here, and feed you on bread and water, until I can hear from your father and then I shall send you home. You are lazy and eternally in mischief, and I won't stand it any longer. The school is being demoralized. Just imagine yourself in my place—"

"Indeed, I will, professor," and with that I darted out of the door, closed and locked it. I had done some quick thinking. If I was to be sent home I would go in a halo of glory; the lambasting I'd get would be the same.

"Here, you little red-headed rascal! Let me out at once, and I will give you a good thrashing."

"No, you won't get out on those terms."

"The professor was vigorously pulling at the bell-wire, which communicated with the janitor's house in the school yard, and I soon heard that worthy climbing the stairs. In a moment I had slipped into one of the dormitories."

"Well, what is it?"

"Mayer, let me out immediately."

"Oh, no, Maxie, if the professor put you in there, you'll stay there until he lets you out, and besides if you don't quit mimicking him, I will report you to him. You have been doing it for the past two weeks and it's high time you were made to quit."

"You blockhead, let me out at once. I am Peters—. What! you don't believe it? Let me out instantly or I'll discharge you. You are forty kinds of a fool. Look through the keyhole."

"Oh, no! I have been there before, Maxie. You don't blow any ashes into my eyes through a paper funnel. Just cool your heels and take a drink of water. I'll bring you some bread at supper time," and

Mayer walked downstairs. The professor stormed a little while and then subsided.

"Matters were looking serious. Having found a fish hook, I concluded I would fish a little while in the brook that ran through the back yard and think the situation over. Tiptoeing downstairs and dodging the corners, I passed the janitor's lodge. Mayer was on the top of a ladder, hanging wall paper, with his back to the door."

"Mayer, Max is temporarily locked up; if he rings, pay no attention to him."

"I won't, professor, but he made a terrific racket a little while ago."

"The fish wouldn't bite, and ten minutes later I was again at the door, at which I gently knocked."

"Professor!"

"You little wretch, let me out at once and you will get the finest thrashing you ever had in your life. Open the door, instantly."

"Professor, if you won't thrash me, and won't write to my father and won't send me home, I'll be very glad to let you out. If you are going to thrash me and send me home, I will go down and tell the boys all about it, and show them the key."

"Wha-at! Max, if you will promise to behave yourself, get your lessons promptly, give me no more trouble, and will promise never to mention this to anyone, I will forgive you this mischief."

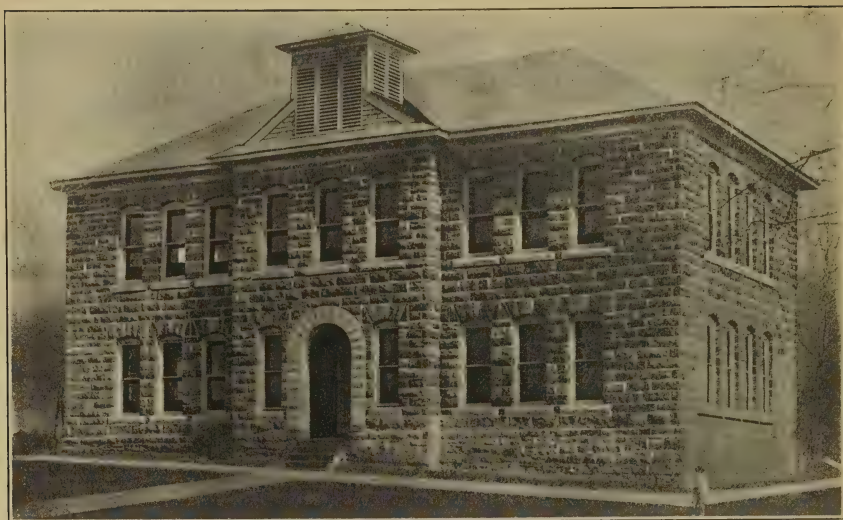
"A few minutes later we were again in the class room, and the good professor stated that for good and sufficient reasons, and because I had shown proper contrition and had promised better behavior hereafter, he had forgiven me the mischief of half hour ago."

"Ahem! What was that particular family of quadrupeds we were discussing?"

Marble City, Oklahoma, and its Marble Quarries

The platting of Marble City as a future town or city was due entirely to the fact that at this point there was located one of the most extensive marble deposits known in the United States, a deposit extending for a distance of nine miles along the railway and some distance inland, but most readily accessible at Marble Station. It is distant about three-quarters of a mile from the railway tracks. This deposit has been most thoroughly tested, and has been found to withstand a compression of 14,270 pounds per square inch. It has been drilled

into to a depth of 142 feet, and is of excellent quality from top to bottom. How much further down it extends is unknown. The marble is found in five distinct colors, and each takes a high polish and is pleasing to the eye. The supply is practically unlimited, and the demand for a good marble is without question of the same dimensions. The Western Marble Company is now quarrying this marble and marketing it. Several other companies at various times undertook the development of these deposits, and in all about \$250,000 to \$300,000



PUBLIC SCHOOL, MARBLE CITY, OKLAHOMA. (ROUGH MARBLE.)

was expended for labor and machinery in bringing the development work to a stage where it became a definite business proposition. These quarries are now furnishing the interior and much of the exterior marble which is being used in the construction of the Rice Institute, at Houston, Texas, and other large buildings.

It is probable that much of the marble

to be used in the construction of the Union Depot, at Kansas City, will come from these quarries, and the same may be said of the Field's Museum soon to be erected in Chicago, Ill. There is no marketable marble equal to this in quality nearer than Knoxville, Tenn. on the east, and the Rocky Mountains on the west, and there is none between Marble City and the Gulf of Mex-



QUARRY MILL, WESTERN MARBLE COMPANY, MARBLE CITY, OKLAHOMA.



SAMPLES OF MARBLE AT OKLAHOMA STATE FAIR 1911.

ico on the south, nor any between Marble City and the Dominion of Canada on the north. The freight rates are such that this marble can be placed in Kansas City and many other important points, and yield a handsome profit on the raw material, and shipping at the same rates that distant competitors pay there would still remain a fair profit. Under the circumstances the development of this industry on an extensive scale is a certainty, and that with its development Marble City must prosper. During the past fourteen months there have been shipped from this point seventy carloads of dressed and polished marble with a total value of about \$210,000.

Marble City, Okla., would have made a good town of itself in the long run, even if it had not been blessed with marble quarries. The country surrounding it is agricultural and can be safely classed as a fine fruit-growing section. Not only is it a fine peach and apple country, but all the small fruits can be successfully grown. In the valley and bottom lands along Sallisaw Creek and other streams, corn, potatoes, cotton and forage are more or less extensively grown. Marble City is in Sequoyah County, Oklahoma; has a population of 750, an altitude of 629 feet, and is south of Kansas City 281 miles, and from Fort Smith, Ark., 47 miles. Among its

manufacturing enterprises is a hardwood sawmill, the Kelley Cotton Gin, with a capacity of forty bales per day and an annual output of 600 bales, a gristmill, printing office, and a newspaper, the Marble City News. The Citizen's State Bank, capital \$10,000, deposits \$25,000, is housed in a fine two-story marble building. The public school facilities are unusually good, and in the immediate vicinity is the famous old Dwight Mission School, the oldest religious mission school in the Cherokee Nation. There are twelve mercantile establishments, a bakery, hotel and a church and an Improvement League in the town, whose task it is to keep the town tidy and neat and advertise its attractions to homeseekers and others, who are seeking opportunities in various lines.

The opportunities for business at present available are the following: A new hotel; spoke, felloe and handle factory, as there is an abundance of fine hardwood available; an electric light plant, a good lawyer, a bakery, harness shop, shoe shop, furniture store, produce dealer, creamery, laundry, hardwood sawmill or any factory working in hard woods. For information address Claude C. Leslie, Secretary Marble City Improvement League, or F. L. Thurman, Agent K. C. S. Ry., Marble City, Okla.



TRAINLOAD OF FINISHED LUMBER, SHIPPED FROM SOUTH MANSFIELD, I.

The foregoing illustration of a lumber train of thirty carloads shipped by Sears, Roebuck & Co., from South Mansfield, La., to the Cedar Grove Construction Company, of Shreveport, La., shows great industrial activity at both points. The finished lumber output of the Sears-Roebuck plant is enormous and reaches nearly all important points in the United States. The Cedar Grove Construction Company is a corpora-

tion, organized for the purpose of building dwellings for the use of the employees of the different factories located on the Cedar Grove Factory Addition, and was organized with a capital stock of \$100,000. About thirty dwelling houses are now completed or in course of erection, and others will be built as rapidly as the employees of the various plants need them.

The Segregated Coal Lands of Oklahoma

Several years ago, when the lands of the Choctaw and Chickasaw Indian tribes were allotted to the individual members of the tribes, the national government found it expedient, for the protection of the tribes, to reserve the known coal areas from allotment and from sale until such time when a proper disposition could be made of these lands. The total acreage involved was 445,000 acres, most of it situated in the vicinity of growing towns.

Early in February, the Carter-Owen bill, with certain modifications, was passed in Congress and will make this land available for cultivation. The substance of the bill is that the Secretary of the Interior is authorized to sell, at not less than the appraised price, the surface of the leased and unleased lands of the Choctaw and Chickasaw Nations, segregated and reserved by order of the Secretary of the Interior, dated March 24, 1903. The surface shall include the entire estate, save the coal and asphalt reserved. The classification and appraisalment shall be by tracts according to the government survey of said lands, except that lands which are especially valuable, by reason of proximity to towns, may be

subdivided into lots or tracts containing not less than one acre. In appraising said surface the value of any improvement, except such improvements as have been placed on coal or asphalt lands, shall be taken into consideration. The classification and appraisalment shall be completed within six months from the date of the passage of this act, and shall become effective when approved by the Secretary of the Interior.

After such classification and appraisalment has been made, each holder of a coal or asphalt lease shall have the right, for sixty days, to purchase at the appraised value, a sufficient amount of the surface of the land covered by his lease to embrace improvements actually used in present mining operations, or necessary for future operations, up to five per centum of the surface, provided that the Secretary of the Interior may enlarge the amount of land to be purchased to not more than ten per centum of the surface at his discretion. If the lessee shall fail to purchase, as herein proved, the Secretary of the Interior may reserve from sale such tract and dispose of the remaining portion of the surface within such lease, free and clear of any claim by the lessee, except for purposes of prospecting and for ingress and egress.



LOUISIANA, TO SHREVEPORT, LOUISIANA, BY SEARS, ROEBUCK & COMPANY.

The Cedar Grove Factory Addition, at Shreveport, is growing like a weed. Railroad switches and sidetracks have been carried into it by the Kansas City Southern Railway, and street car service from the city has been provided, and the authorities have arranged for the construction of a fine macadamized road from the city to the addition. The Caddo Window Glass

Company, the Shreveport Bottle & Glass Company, the Gardner Carburettor Company, have been completed, and construction of the other manufacturing plants is to begin at a very early day. Water, heat, light service, telephone service, have been arranged for. Streets have been laid off and partially graded, and other valuable improvements are under consideration.

The sales of the surface shall be upon the conditions that the Choctaw and Chickasaw Nations, or their assigns, shall have the right at all times to enter upon said lands for the purpose of prospecting for coal or asphalt, and also the right of underground ingress and egress without compensation to the surface owner, upon the further conditions that said Nations, or their assigns, shall have the right to acquire such portions of the surface of any tract as may be reasonably necessary for prospecting or mining operations, or for the removal of deposits of coal and asphalt, upon paying a fair valuations for the portion of the surface so acquired. In case of disagreement, the value is to be determined by arbitrators.

The sales herein provided shall be at public auction under rules and regulations prescribed by the Secretary of the Interior, except that no payments shall be deferred longer than two years after the sale is made. All agricultural lands shall be sold in tracts, not to exceed 160 acres, grazing lands in tracts not to exceed 640 acres, and lands especially valuable by reason of proximity to towns or cities may be sold in lots or tracts containing not less than one acre each. All deferred payments shall bear interest at the rate of five per centum per annum.

Very large acreages of the lands above alluded to are located in the vicinity of the towns of Sallisaw, Spiro, Howe, Poteau, Page and Heavener, on the line of the Kansas City Southern Railway. The greater portion of these lands are splendidly adapted to general farming, fruit and truck growing, and some of them abut on the townsites. Several months will elapse before these lands can be re-surveyed and appraised, but those interested in securing a home in a good country, at a moderate price, will do well to keep in touch with Mr. J. G. Wright, Commissioner of the Five Civilized Tribes, at Muskogee, Okla., from whom information can be obtained when the surveys and appraisements are completed.

The Neosho, Mo., Commercial Club, in order to promote the profitable cultivation of corn, has procured the services of Mr. Richard Crouch, a noted corn expert, for the purpose of inspecting and testing the seed corn to be used in the vicinity of Neosho this season. The farmers have been cordially invited to submit their seed corn for inspection, which service will be rendered free of cost to them. It is hoped through this inspection to eliminate poor seed for planting purposes, and to greatly increase the yield of corn in Newton County, Missouri.



UNION PASSENGER STATION, FORT SMITH, ARKANSAS.

The New Union Passenger Station at Fort Smith, Arkansas

The new Union Passenger Station at Fort Smith, Ark., will be opened to the public on April 1st, and will be used jointly by the Kansas City Southern and the St. Louis & San Francisco railways, with a possibility of other lines using it also in the near future. The station building is 86x234 feet in area and is constructed of brick and stone. It is a dead end type station, that is to say, a terminal station, at which the incoming and outgoing trains run to the end of the track and return over the same track. Provision has been made for eight tracks; four of which will be constructed and put to immediate use. Two passenger

platforms have been provided, and these are covered with umbrella sheds of modern artistic design. The whole station will be surrounded by a six-foot steel fence, enclosing the train sheds and the yards. The interior of the station building is arranged in a highly artistic manner. There is a great rotunda, surrounded by a ten-foot faced brick wainscoting, and surmounted by an elaborate capital made of staff, from which rise great arches to a height of forty-seven feet six inches above the rotunda floor, which will be covered with terrazzo of an elaborate design. The entire station will be heated by steam, electrically lighted, and have all conveniences a modern, up-to-date Union Station should have for the comfort of the traveling public. From the rotunda there is

ready access to the ticket office, men's waiting rooms, ladies' waiting and rest rooms, baggage rooms, etc. Throughout the rotunda, promenade, waiting and rest rooms, there will be divans, settees and chairs for the use of passengers. The seats are of the high back design, colonial style, and all interior woodwork is to be of a dark golden oak finish.

A novel feature in the new station will be the system of air controlled clocks, which will be in every room in the building. The master clock will be in the

ticket office, and from it will extend the little air tubes controlling each of the other clocks. The largest of the latter will be the great clock, which will be on the south lower arch of the rotunda above the promenade. All the clocks in the series act in absolute unison. Should the master clock need correcting, the turning of its hands would act automatically to "set" each of the other clocks in the series. The estimated cost of all improvements contemplated in connection with this Union Station and accessories is \$165,000.

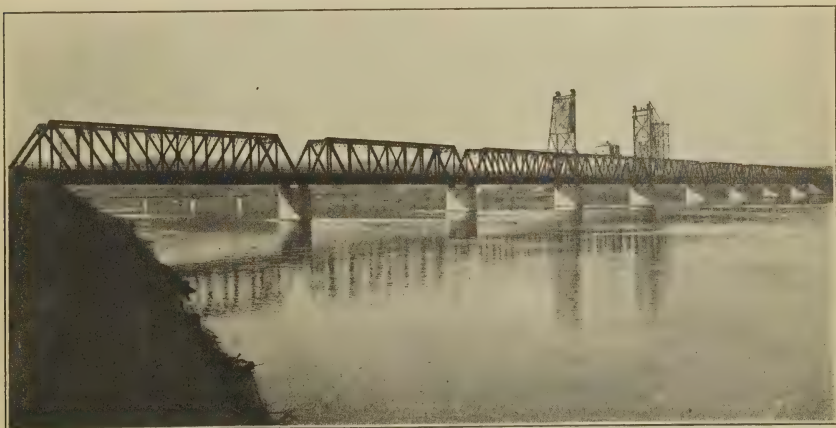
The Fort Smith-Van Buren Free Bridge

The opening of this great bridge across the Arkansas River marks an important epoch in the progress of western Arkansas. The event was celebrated with proper ceremonies at both Fort Smith and Van Buren. The dedication speeches were made by the Honorable Governor Donaghey and the honorable mayors of the cities, in the presence of the residents of both cities and several thousand visitors from other places. The great bridge was built by the people of Sebastian and Crawford counties, at a cost of nearly three-fourths million dollars, and is an important part of the good roads system, which is planned and partly constructed in western Arkansas and is to extend as far north as Kansas City, Mo.

As with other great undertakings, it required years of fighting to overcome an

obstinate and stubborn opposition before actual work on the construction of the bridge could be begun. It required several years' work to obtain the passage of a bill by the legislature creating a bridge district. Several more years were lost before the Supreme Court declared the district legal; more time was lost in having the necessary bond issue declared legal, and then came more delays in brushing aside injunctions preventing the condemnation of land for the approaches.

The height of the bridge is fifty-five feet above the normal level of the Arkansas River. The bridge has nine spans, each 196 feet long, and carries one standard steam railroad track, two trolley line tracks, two paved roadways for vehicles and two walks for pedestrians. In the center



FORT SMITH-VAN BUREN (ARKANSAS) FREE BRIDGE.

of the bridge is a lift span. The opening of the Free Bridge marks the passing of the ferry boat, "Caroline," which for seventy years has been in use between Fort Smith and Van Buren.

The bridge celebration was held on March 31st and April 1st and 2nd, and for the

entertainment of the visitors there had been provided an aeroplane meet, motorboat races, ball games, a Wild West show, fireworks, and a street parade. The public road connections were made simultaneously with the completion of the bridge, and street car service was promptly inaugurated.

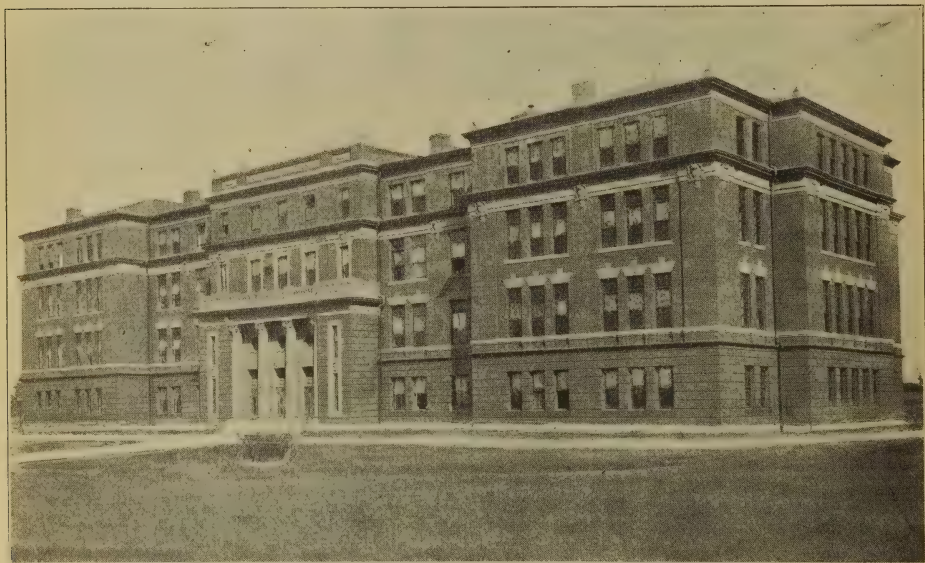
The City of Pittsburg, Kansas

Pittsburg is the fifth city in the state in point of population, the first in industrial activity, the first in freight shipments, and second to none in push, progress and prosperous growth. No city in the state has made so steady and permanent a growth as has Pittsburg. It was incorporated about thirty years ago, had a population of 1,000 in 1880, a population of 7,200 in 1890, a population of 12,000 in 1900, and in 1911 has a population exceeding 16,000 within the city limits. About 4,000 more are resident in the additions and suburbs adjoining the city; the altitude of which is 932 feet above sea level, and distance from Kansas City, Mo., 128 miles.

The foundation on which the prosperity of Pittsburg rests is its enormous coal mining industry, which began about twenty-

five years ago and has since then reached a vast development. The expansion of the coal mining industry brought with it other industries dependent on cheap fuel, and caused the city to become one of the largest industrial centers in the state.

Crawford County, in which Pittsburg is located, is the largest coal producing county in the state, and has in operation 133 coal mines, in which 11,000 men are actively employed. The coal deposits are from 32 to 44 inches in thickness, and the annual output from this county averages 6,000,000 tons, or 200,000 carloads, the monthly payroll connected with this industry amounting to \$1,400,000. Coal is also mined in the adjoining counties, and Pittsburg is the financial and commercial center for the coal mining district, which has a population



KANSAS STATE NORMAL TRAINING SCHOOL, PITTSBURG, KANSAS.



FOURTH STREET, PITTSBURG, KANSAS.

of over 125,000. The grade of coal mined is of the best bituminous coal found in the West. The coal supply in this field, reckoning only the known deposits, is estimated by expert engineers to be sufficient in quantity to last 200 years at the present rate of production. This great available supply, and its economy in mining, makes it possible for manufacturing and other industries, using large quantities of fuel, to obtain the same at the lowest possible cost.

Underlying and surrounding Pittsburg are vast beds of valuable clays and shales, splendidly adapted to the manufacture of brick, tile, sewer pipe, wall copings and other clay products. Recent analysis of these clays and shales show them equal and superior to any of the clays found in Illinois or Ohio. The W. S. Dickey Tile Works, of Pittsburg, turn out about 1,000 carloads of tiles and conduits annually, and the great brick plant of the Pittsburg Vitri-fied Brick Company, one of the largest in the state, has an output of 1,500 carloads per annum. This brick is of the best grade of paving and building brick. An example of how manufacturing can be conducted at bed rock, as far as expense is concerned, is shown by several large concerns in this city. One of the largest brick works operates its own coal mine, getting an abundance of coal as cheap as it could be mined;

adjoining its coal mine it gets the finest quality of fire clay, and secures an abundance of the best water for its works from wells adjoining.

The Pittsburg coal district adjoins the Joplin lead and zinc district and supplies the smelters at Joplin with fuel and in Pittsburg are the large smelting plants of the Cockerill Zinc Company and the Pittsburg Zinc Company, whose large outputs of spelter (metallic zinc) is shipped to all parts of the world.

There is no section in the State of Kansas, ten miles square, so thickly populated, or with so many industrial concerns, factories, mines, work shops and railroad terminals as there are within the ten miles square, of which Pittsburg is the center. Within this section are the coal mines above mentioned, the tile, brick and sewer pipe manufacturing works, the zinc smelters, three well equipped ice and cold storage plants, a grain elevator of 50,000 bushels capacity, two flour and grist mills, a mattress factory, artificial stone works, machine shop and foundry, a large packing house, employing seventy-five men, a knife manufacturing plant, a hat factory, a branch factory of the DuPont Powder Works, a planing mill, a vulcanized rubber plant, a creamery, boiler works, factory for

furniture polish, a fertilizer plant and a glove factory. The Kansas City Southern Railway Company has its shops here, at which 1,500 men are employed.

The transportation facilities of Pittsburg are exceptionally good. The Kansas City Southern, St. Louis & San Francisco, Missouri Pacific and Atchison, Topeka & Santa Fe railways enter the city and average twenty-four passenger and fifty-five freight trains daily. The Pittsburg & Joplin Railway Company, with headquarters at Pittsburg, has seventy miles of lines, reaching nineteen cities and towns in the coal and lead and zinc field, and serves a population of 125,000. Nearly every mining camp in the field has easy access to Pittsburg.

The municipal undertakings, the educational and public utilitarian enterprises, have been planned and carried out to the highest state of efficiency. The city school system comprises seven buildings, valued at \$300,000, having seventy-five school rooms, housing 3,300 pupils and sixty-seven teachers. It was in Pittsburg that the "manual training school" idea found a firm foothold, and from this beginning was made popular in the state. The Kansas Manual Training Normal School is located here and offers instruction in all forms of industrial knowledge, including household duties, sanitation, etc., for girls, and bench work, cabinet making, machine shop work, as well as the regular academic work

taught in colleges, for boys. The annual enrollment is 1,000 students, and faculty numbers more than thirty members. The cost of the building and equipment was \$180,000; an additional building costing \$50,000 is now in course of construction. The Normal School Library now contains 6,000 volumes. The Pittsburg Business College has an enrollment of 450, the instruction being along commercial lines. The new Carnegie Library, just completed, was erected at a cost of \$50,000, and contains 16,000 volumes. A new government building was opened last year, which cost \$75,000; at the same time a Y. M. C. A. building was completed at a cost of over \$60,000. The city has eighteen church buildings, with a total church membership of 5,800; the cost of the buildings is \$325,000.

The general aspect of the city is attractive. All the business buildings are two, three and four-story brick or stone structures, fronting on wide, well paved, clean kept streets. Owing to the cheapness of brick as building material, many of the dwellings are constructed of brick, though there are also many very attractive frame buildings. Most of the dwellings are well placed in grass-covered yards, and surrounded by trees that also shade the sidewalks.

The waterworks system is municipal property and is valued at \$300,000. The street car system is part of the interurban



COAL MINE, PITTSBURG, KANSAS.



ZINC SMELTERS, PITTSBURG, KANSAS.

network of electric lines, of which Pittsburg is the center, and is very complete and splendidly equipped. Nearly all the streets in the city are well paved with vitrified brick, and the streets and walks are clean at all times. The Home Light, Heat & Power Company supplies the city with lights, both electric and natural gas, and furnishes power for many of the local industries. Although Pittsburg is not in the natural gas belt, it has a natural gas pipe system, deriving its gas from the fields and supplied for domestic use at 25 cents per thousand cubic feet. Within the city are four parks—Lincoln, Forest, Lake and League parks. The electric railway has a new park just south of the city.

The city government consists of a Board of Commissioners, who transact all public business at the daily public sessions.

Commercially, Pittsburg is splendidly situated. Surrounding it on all sides are numerous small towns or coal mining camps, which transact their mining business in the city, and naturally make their purchases there. The city has twelve wholesale houses, dealing in various lines and probably more than 150 retail concerns. The jobbing business of Pittsburg is large and a considerable number of traveling salesmen have their headquarters here. With ample railway facilities, making the adjacent trade territory of easy access at all important points, Pittsburg can hold its own in successful competition with the wholesale houses of the larger cities. The four banks of the city have a combined capital

stock of \$325,000, surplus and undivided profits amounting to \$222,960, and deposits amounting to \$2,728,031. The retail trade of Pittsburg has available a monthly payroll of \$1,486,000, about \$100,000 from railway payrolls and probably a quarter million more from the other industries of Pittsburg and the rural trade adjacent.

Crawford County, area 592 square miles, is agriculturally a rich county. Much of it has been under cultivation for many years. It has much rich alluvial bottom land, which is unequalled for the production of corn, wheat, oats, rye, all the cereals, forage crops, as well as hay, fruit and vegetables. It is a country of ample rainfall, well distributed, and serious damage by excessive dry weather is unknown. The wheat crop of Crawford County last year amounted to 197,000 bushels, that of corn 2,200,000 bushels, and of oats 480,000 bushels. The poultry production was valued at \$133,000. There are 2,800 farms in the county. The production of corn per acre is from 40 to 75 bushels. The assessed valuation of all property in the county is \$42,000,000. In the vicinity of Pittsburg some of the coal mining companies have large holdings of land, which have heretofore not been placed in market. Quite recently they have decided to offer these lands, which are well suited for truck farming and for dairying, for sale in tracts of five to eighty acres. The dairyman and the truck farmer will find splendid opportunities here, as the industrial population, which is a consumer and not a producer

of food stuffs, is exceptionally large. There is an extra good market for food stuffs of every kind, and as all the mining towns and Pittsburg and Joplin are connected by interurban electric lines, the producer will encounter no difficulties in getting his produce into the hands of the consumer.

Hundreds of acres of good land can be secured at reasonable prices and easy terms, along the interurban lines, and reasonably close to live towns. This is a county of diversified soil, good fertile land, good health, good climate and good opportunities for the man who wishes to make a home, where he can readily pro-

duce and easily market his products to the best advantage within easy reach of his farm.

There is plenty of room in Pittsburg for more manufacturing concerns. The abundance of cheap fuel and the network of railroads assure low rates and an unlimited market. Another brick and tile works, flower pot factory, overall factory, pick and shovel factory could do a good business here. The Chamber of Commerce of Pittsburg, Kans., through its secretary, George W. Kidder, will be pleased to furnish any desired information concerning the city, the county, or their resources.

The Matter of Keeping a Railway Up-to-date

The young man who builds for himself a dwelling, and rests content in the delusion that he is through with paying rent, has much to learn in the next ten years. The taxes, interest, repairs and renewals of parts of the structure will, in the long run, amount to a goodly sum, and at the end of the ten years he will find that instead of having the original cost of the house invested, he has invested nearly double that and probably more. If he has made a fortunate location, the value of his lot may increase enough to balance the outlay above the first cost of construction. At the end of the decade, the dwelling, by itself, is worth no more than its first cost of construction, and probably less, and the rental obtainable is probably less than when the building was new. In case he sold the dwelling, the increased value of the lot (should there be any increase) may cover the outlay for interest, taxes, repairs and general deterioration and let him out without loss, but as a rental proposition, with himself or others as tenant, the real earnings of the dwelling are much less in proportion to the money invested at the end of ten years than they were at the beginning. Both owner and tenant consider this condition as a matter of course; the dwelling is no longer modern or up-to-date, and its earning capacity has decreased, though its taxes and interest charges, repair costs, have materially increased.

The investor in railway securities or railway stocks has no illusions. He knows by dearly bought experience that there is deterioration in all kinds of property, and that the maintenance of a property is just

as important an item of expense as is the first cost of construction of the property. Railway property, being subject to sharp competition, must be operated at a minimum cost, and a maximum efficiency, which, if not already done, must be accomplished by the reduction of grades, elimination of curves, ballasting of track, re-building of bridges, laying of heavy steel rails, general enlargement of facilities not contemplated when the railway was first built. Standing still is deterioration, and there is nothing to do but to meet the conditions as they present themselves. The amount of money invested in any railroad has been vastly increased since its first construction, but no mile of railroad in the United States is actually worth what has been paid for it. The cost of the last reconstruction of the mile of track is the real standard of value for that particular mile, yet it has charged against it the entire cost of construction and renewals from the first building of the railway, and must pay the interest on the whole. The dwelling above mentioned has had a new roof, new steps, new porches, several coats of paint and other improvements, yet it is the same dwelling and worth no more than at the beginning. The railroad has been re-built probably five or six times, yet its earnings per ton or per passenger are no greater, and probably less, than when the railroad began operations. The growth of the country has made it possible to haul more tons of freight and more passengers, just as the growth of the city enables the owner of the dwelling to secure a tenant, but neither the householder or the railroad secure an income that is at all commensur-

ate with the outlay connected with either class of property.

Some idea of the nature and cost of railroad improvements can be obtained from the following statement of improvements made on the Kansas City Southern Railway in the last year or two. This statement does not include the ordinary track and shop repairs, but confines itself to renewals and new construction.

Reducing of Grades: Since work was started three years ago, a total of 119.5 miles of new lines or cut-offs has been constructed, and 70.4 miles of old line has been worked over on the old right-of-way. The latter work consisted of bringing the main line to a uniform low grade, with the new line constructed. All the new work has been laid with 85-pound rail and is also fully ballasted. About one-half of the work has been done between Grandview and Neosho, Mo., and the remainder between Stilwell, Okla., and DeQuincey, La. The estimated cost of the right-of-way for the new line, permanent bridges of concrete and steel, grading, track laying, ballasting, fences, road crossings, telegraph lines, re-arranging yards and depots, is. \$2,306,918

Laying New Rails: During the past year the renewing of rail with 85-pound steel has been in progress between Shreveport, La., and Port Arthur, Tex., a distance of 225 miles. The estimated cost of the heavier steel in place, is. 244,000

Ballasting the Track: The entire line between Grandview and Neosho, a distance of 151 miles, is ballasted with mine tailings, from the Joplin mining district and chert, from Gravette, Ark. Estimated cost. 15,000

Ballasting work in progress between Shreveport, La., and Beaumont, Tex., including Lake Charles branch, a distance of 240 miles. Estimated cost. 40,000

Between Neosho, Mo., and DeQueen, Ark., 260 miles, the estimated cost is. 61,500

The widening of cuts and fills from DeQueen, Ark., to Port Arthur, Tex., the estimated cost being 94,700

Terminal Improvements: Engine house, coaling plant, yard tracks, yard office, steel water tank, water treating plant, reservoir enlargement at Grandview, Mo. 44,000

Shop improvements, extensions of coach and freight car repair shops, traveling crane in boiler shop, water treating plant, etc., etc., at Pittsburg, Kans. 43,500

Yard tracks, station building, engine house, hotel, yard office, etc., etc., at Watts, Okla. 175,000

Engine house, turntable, water supply system, yard tracks, two-story frame depot, office building, eating house, concrete walks and platforms at Heavener, Okla. 235,000

Engine house, fuel and water supply system, yard tracks, section villa at DeQueen, Ark. 190,000

2,100,000 gallon water stand-pipe, fuel oil supply system, sand storing and drying apparatus, engine house, turntable, shops, power plant, etc., new buildings, repairs, etc., at Shreveport, La. 650,000

Engine house, turntable, sand storing and drying apparatus, fuel supply system, water supply system, yard tracks, etc., at Leesville, La. 200,000

Passenger and Freight Depots: Concrete and frame with slate roof, at Drexel, Mo. 4,000

Passenger station to be used jointly with St. L. & S. F. Ry. and Fort Smith & W. Ry., with train sheds and tracks at Fort Smith, Ark. 165,000

Union Passenger Station remodeled at Shreveport, La. 4,500

Passenger Station remodeled at Port Arthur. 10,000

Fruit packing sheds, Tipton Ford, Neosho, Lanagan, Gravette. 925

Section villas at Drexel, Amoret, Hume, Stotesbury, Richards, Swarts, Mulberry, Noel, Mo., Decatur, Gillham, Ark. 12,800

Viaducts, Subways, Spurs, etc.: Reinforced concrete subway, 2,900 feet at Kansas City, Kans. 125,000

Proposed viaduct for vehicular traffic on Broadway, Joplin, Mo. 105,000

Viaducts on Elm Street, Texarkana, under construction.....	125,000	Lanagan, Mo., Decatur, Ark., Sallisaw, Okla., Vandervoort, Gillham, Winthrop, Ark., Friereson, Trenton, Neame, DeQuincey, La., Ruliff and Mauriceville, Tex.	45,375
Viaduct with concrete approaches, on Harriet Avenue, in Shreveport, La.	28,000	Coaling plants at Lanagan, Mo., Sallisaw, Okla.	20,750
Six new steel bridges, 1,890,000 pounds.	53,585	Fuel oil station, pumping plant, street paving, Beaumont, Tex.	6,500
Four miles of track to coal mines at Mulberry, Mo.	31,000	Fire protection for elevator, warehouses, wharves, sheds, at Port Arthur, Tex., 100,000 gallon steel water tank, sprinkler system, fire pump, etc., etc.	100,000
Four miles of track, North Joplin to Webb City, Mo.	46,000	New sheds and tracks for export lumber.	35,000
Extensions and spurs, Texarkana and Beaumont, Tex.	14,700		
Miscellaneous Improvements:		Total.	\$5,249,953
Water treating plants at east Kansas City and Stotesbury, Mo.	17,200		
Water stations, with 50,000 gallon steel tanks, reservoirs, wells and pumps at Neosho and			

Stilwell, Adair County, Oklahoma

Stilwell is 258 miles south of Kansas City, Mo., and lies on the slope of the Boston Mountains, being 400 feet higher than any other town within a distance of forty miles. The present population is estimated at about 3,000 people, and the number of pupils enrolled in the public schools is 600. It is the county seat of Adair County and adjoins Benton County, Arkansas, on the west. The business part of the town is

substantially built of brick and stone. In the residence portion are many neat and attractive frame buildings. There are in Stilwell two banks, forty or more mercantile establishments, five hotels, schools, churches, several large cotton gins, bottling works, flour and gristmill, sawmill, wagon timber mill, a newspaper, opera house, electric light plant waterworks plant, machine shop, and a fruit growers' and shippers'



LAYING A WATER MAIN, STILWELL, OKLAHOMA.



WEST DIVISION STREET, STILWELL, OKLAHOMA.

association. The business part of Stilwell has been almost entirely rebuilt within the last three or four years.

Stilwell has enjoyed a steady growth since the platting of the town. Since the allotment of the Indian lands to individuals the growth has been more rapid than at any previous time and more improvements have been made. During the year 1911, there were erected fifty new residence

buildings, costing more than \$60,000, and seven brick buildings for business purposes, costing not less than \$25,000. About fifty families established their homes on farms in the adjacent country, and has placed in cultivation 1,800 acres of new land, on which the improvements are valued at \$10,000.

The shipment of surplus products for 1911 amounted to 800 bales of cotton, 2,500

Masonic and
I. O. O. F. Temple
Stilwell, Okla.

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LOGGING HARDWOOD, STILWELL, OKLAHOMA.

pounds of poultry, 500 cases of eggs, 15 carloads of cattle, 12 carloads of hogs and 60 carloads of hardwood lumber and railroad ties. Ten new merchants have located here in the past year, with stocks of goods valued at \$50,000. An up-to-date bottling plant, an electric light plant and a water-works system, costing \$50,000, were installed, and in addition five miles of concrete sidewalks were built.

The surrounding country is rich, agricultural land, adapted to the standard field crops, as well as to the raising of commercial fruit and truck crops. Corn grown in this section yields from forty to seventy-five bushels and wheat from twenty to twenty-five bushels per acre. The ordinary yield of cotton is from one-half to one bale per acre. Fruit of all kinds yields well here, especially so apples and berries. The soil, climate and transportation facilities of Adair County are identical with those of the adjacent Benton County, in Arkansas, which is famous all over the United States, as the great apple, berry and poultry producing region of the Ozark Mountains. The production of fruit and poultry will, within a short time, be as extensive in Adair as it is in Benton County.

Adair County is naturally well grassed and all kinds of forage plants are easily and cheaply grown. The water supply is unexcelled, and the climate such that stock raising can be carried on very profitably. All conditions are favorable to the profitable production of beef, pork, horses, mules and poultry. The adjacent country is now being rapidly settled, as there is now a large acreage in market at moderate prices.

Good oak timber and other hardwoods are abundant near Stilwell, and there are good openings for a wood-work industry of almost any kind. Among the available resources which in time will be developed are hardwood lumber, building stone, zinc and lead ores, commercial fruit and truck growing, the raising of livestock and general farming.

Lands are valued at present at \$10 to \$25 per acre.

BUSINESS OPPORTUNITIES — Wanted: An ice plant, steam laundry, cannery, spoke and hub factory, or any hardwood working factory. Mr. T. E. Matthews, Secretary Board of Trade, Stilwell, Okla., will be pleased to furnish any desired information.

A New Colony in Calcasieu Parish, La.

A body of land, comprising about 20,000 acres, and located near Carson, La., was recently selected by two committees representing Swiss and German settlers in Ohio, Indiana, Pennsylvania and Kansas, who are seeking new homes for the younger generation. Lands are no longer cheap where the old settlers made their homes twenty, thirty and forty years ago, and so it was found desirable to search for a location for a new colony. The lands selected are cut-over, long leaf, pine lands. Scattered through the original forest are a number of small farms, some of which have been in cultivation twenty and thirty years. The two committees visited the lands at different times, and after a careful investigation decided that they could recommend the land to their friends. Lands in the adjacent Vernon Parish had been cultivated for more than sixty years, and on several hundred farms, corn, cotton, hay, oats, peas, sweet and Irish potatoes, sugar cane, sorghum, etc., have been produced year after year. The representatives of the State Experiment Station, at Baton Rouge, La., who have analyzed the soil (at Bon Ami, five miles from the colony location), pronounced it ideal for fruit and truck growing, and this was verified by the experiments made on the Experimental Farm of the Long-Bell Lumber Company. It takes a year or more to get the wild nature out of the land and to bring it up to proper condition, by planting it liberally in cowpeas or some other leguminous plant. Two and three crops a year are usually grown on the same land, and at the Experimental Farm a potato crop is planted and harvested the latter part of April; this is followed by a crop of hay peas, harvested in August, and is planted again in fall potatoes, harvested the first of December. The farmers living in this section follow various methods, always contriving to get several crops from the same land each year.

Nearly all the soil in this section (Bon Ami and Carson, La.), has a fine clay foundation, which makes it very easy and inexpensive to bring up to a high state of fertility, by using commercial fertilizers, manures, or planting in hay peas. The soil also contains great quantities of iron, a mineral very essential in producing a high

color and fine flavor in all kinds of fruit. The rainfall is abundant, and it will never be necessary to consider the question of irrigation for the various crops suited to this section.

The two committees who made their examinations, in company with Mr. C. P. Fullington, of Kansas City, Mo., on their return, wrote him, as follows:

DeRidder, La., February 13, 1912.

Mr. C. P. Fullington, Kansas City, Mo.

Dear Sir:—In regard to the 20,000 acres of land near DeRidder, La., that you are offering to Mennonite farmers from Ohio for colonization:

We made the trip during the first half of February, arriving at DeRidder on February 8th. The next five days (except Sunday) we drove and walked all over the 20,000 acres, and visited several farms adjoining the land. We found fig and orange trees, as well as peach, pear and plum trees; all were thrifty and looked good. It had been a very cold winter, but the orange and fig trees were not hurt. We found a fine vineyard and strawberry fields. We visited and talked with many farmers on their farms, and from their statements we found that corn does well, yielding from twenty-five to one hundred bushels per acre, sugar cane from 200 to 500 gallons of syrup per acre; Irish potatoes, 100 to 135 bushels, and sweet potatoes from 175 to 250 bushels per acre; Bermuda onions, \$400 per acre, and all kinds of garden vegetables do very well.

We did not see any clover or timothy fields, but we saw both timothy and clover growing in many places where the seed had fallen from hay fed to mill horses in the woods, or where the seed had been conveyed to the gardens in the litter taken from the stables for manure; it looked thrifty and green.

We found the land fully as good as represented and will so report it. It was smooth, sandy loam top soil, with yellow or red clay subsoil, well covered with grass. There are stumps on the land, probably averaging sixty to the acre. We learned that a man near Carson would contract to pull them clear for ten cents each.

The 20,000-acre tract has a number of

spring branches running through it, but they do not cause much waste land.

The climate is very fine, and the water good and easily obtained. DeRidder is a fine town, and the people all seem to be prosperous.

We were well satisfied with the land, and believe that if a colony of our people would settle on it, they would do well and never be sorry.

Very truly yours,
(Signed by) MOSES STEINER,
FRED LEHMAN,
HARVEY J. STEINER.

A second committee visited the lands during the early part of March, 1912, and their report is as follows:

DeRidder, La., March 11, 1912.

Mr. C. P. Fullington, Kansas City, Mo.

Dear Sir:—We desire to express to you our impressions during our trip with you to DeRidder and Carson while examining the 20,000 acres of land offered to our Mennonite farmers for colonization purposes.

The trip in Louisiana was made between the 7th and 10th of the month, and while in the vicinity of the land inquiry was made from all available sources of information.

We drove over the land near Carson and found same to consist of a sandy loam on the surface, with either a red or yellow porous clay subsoil; the surface soil from six to ten inches thick, sometimes more, sometimes less. Near the small streams the soil was generally darker in color and in places heavier than on the high land. The greater part of the land is gently undulating, just hilly enough to make good drainage, and in a few places covering a small acreage; the land was wet and nearly all of this could be drained without much trouble or expense, and there is so little of this kind that it would not make any material difference in a colonization enterprise.

There are more or less stumps on all the land and some fallen timber, and on most tracts timber enough to supply all needs of the farm for years to come.

Our general impression is that this land is good for tillage, and when properly stocked with cattle, hogs, etc., and with

crop rotation, should prove profitable farm land. It is apparently not as fertile as our best Ohio soils, but it appears to us that it will pay to farm it and build it up. The growing season is longer than in Ohio, and more than one crop can be produced each year, so that the money value of the crops will be as great, if not larger, than in Ohio.

We visited several small farms in the neighborhood and talked with the owners, and from their experience, it appears that from 25 to 100 bushels of corn, 60 to 150 bushels of Irish potatoes, 200 bushels of sweet potatoes, one to two tons of cow pea hay, one or more tons of peanut hay, 30 to 50 bushels of cow peas, 30 to 75 bushels of peanuts, can be grown per acre.

Forage crops, like sorghum, kaffir corn, millet, etc., do well, and as far as we can learn any kind of field crops will do well, if properly cultivated.

The peach and plum trees were in bloom, and the prospect for a fruit crop is good. Figs and oranges seem to do very well, and the same is said of strawberries and vegetables of all kinds, which mature here very early.

Clover and timothy are not grown here for crops, but we found volunteer clover, timothy, etc., growing on the several farms, and could be grown if desired. Oats from all we can learn do well.

The drinking water is good and soft; the natural grass growth appears to be good, the cattle being in the open country all winter. They are not fat cattle like ours, but they could find enough pasturage to subsist on in mid-winter. The country is healthful and the towns, particularly DeRidder, are rapidly growing.

We feel, from the examination we have made, that a farmer, who knows his business and will attend to it, should do well here and would not regret his coming here.

We would strongly advise our friends to go and look at this land while it is yet offered so low. Very truly yours,

(Signed by) S. C. STEINER,
B. B. HILTY,
A. L. SOMMERS,
MOSES STEINER,
JOHN A. SCHUTZ.

The National Drainage Congress

A National Drainage Congress is to be held at the city of New Orleans, La., on April 10 to 13, 1912, for the purpose of interesting the national government in the

drainage and reclamation of overflow, swamp and marsh lands in the various sections of the United States, and to devise economical plans for this work. The

total acreage of overflow and swamp lands in the United States, now not in use as agricultural land, is 75,000,000 acres, which, if drained and made available for production at 40 acres to the farm, would provide homes for 187,500 families, or 937,500 people, allowing five persons to each family.

A vast amount of drainage work has already been accomplished by individuals, corporations, county drainage districts and under state authority, but in the experience which comes in time, it is found that government co-operation is necessary, and that much more can be accomplished at less cost under general supervision and co-operation than under isolated effort by individuals or communities. The drainage question is an engineering problem, in which the practical experience of the best engineers the country has is essential to success. The control and distribution of the country's surplus water supply, placing it where the thirsty soil needs moisture for growing crops, and removing it where an abundant rainfall furnishes an excessive supply, is a problem that can only be profitably solved under a general supervision, which can only be supplied by the national government.

The construction of irrigation works undertaken by the national government and by the numerous corporations in the Western states, and the rice producing sections of Louisiana and Texas, have made available for tillage several million acres of fertile lands. The drainage of the wet lands would make available from ten to twenty times the area made tillable by irrigation. The lands made available for cultivation, now practically worth from \$2 to \$5 per acre, would be worth from \$25 to \$30 as soon as tillable, in gross figures at \$25

per acre, \$375,000,000, and a single year's crop about the same.

The plans of the Drainage Congress are first to request the national government for assistance and co-operation in planning the work of reclamation by drainage in the engineering features, and the general outlining of proper, practical and feasible plans for the reclamation of wet lands. It is hoped that as a result of this meeting steps may be taken which will form the foundation for action by the United States Congress for the appropriation of large sums of money for co-operation with the states, and legal subdivisions of states, in the development and reclamation of such lands.

The delegates to the National Drainage Congress are expected to come from all states having overflow, swamp or marsh lands which are susceptible of reclamation. The delegates may be appointed by the governors of the states, the mayors of the cities and towns, the heads of commercial organizations, by the railway companies, county authorities, and from any organization interested, such as agricultural, horticultural, or engineering societies, drainage or levee boards, etc. The membership is to consist of the delegates thus appointed and of the officials of any national, state, county or town water supply organizations, state engineers, United States government engineers, commissioners of agriculture, the governors of states and mayors of cities and towns, the president of the United States and his cabinet, and all the members of the United States Senate and House of Representatives. The matters to be considered at this Congress are of such far-reaching importance that no community, having to contend with drainage problems, can afford to be without representation at this meeting.

Tour of the Co-operative Agricultural-Educational Train

Over the Kansas City Southern Railway in Louisiana

The fifteen principal railroads operating in the state of Louisiana in co-operation with the Louisiana State University and Agricultural College, the State Board of Health, the State Department of Education, and the United States Department of Agriculture, arranged a mutually satisfactory program, by which it was made possible to visit a large number of towns and villages in Louisiana, and lecture on various subjects of interest to the farmers and others interested in the development of

the state. Towns on all the railroads were visited, and lectures were given in sixteen towns on the Kansas City Southern Railway. These included all the towns between DeQuincy, La., and Shreveport, La., a distance of 159 miles.

The Demonstration or Educational Train of eight cars and the lecturers came on the K. C. S. Ry. tracks at DeQuincy, La., on March 16th, and remained there over Sunday, starting northward at 10 a. m., March 18th. Nearest the engine were two

flat cars, containing modern farm machinery of various kinds. On one car was a large steam roller with steam up, which was used for running the different machines on that car. The machinery on the other car received its power from several small gasoline engines. The practical uses of the different machines were demonstrated. On the second car there was also a select display of the best breeds of poultry, placed where it could be readily inspected while the speaker was lecturing on poultry.

On the third car were fine specimens of cattle, raised by and belonging to the State Agricultural Experiment Station. Both beef and dairy cattle were exhibited, and among the specimens were Jersey, Red Polled Angus, Black Polled Angus, Holstein and Hereford breeds. It was so arranged that visiting crowds could inspect them during the lecture.

The fourth car carried a collection of hogs common to Louisiana, and in this collection were specimens of Yorkshire, Berkshire, Duroc-Jersey, Poland China, Hampshire, the native Razor Back, and several cross breeds. These were likewise placed where they could be easily inspected during the lecture.

The fifth car (a coach) contained exhibits of fruits, grains, forage plants, seeds, samples of fertilizers, spraying devices, formulas, photographic illustrations, etc., and was used as a lecture car.

The sixth car (also a coach) was more particularly devoted to the products of the Boys' Corn Club, and was also used as a

lecture car. The rest of the train consisted of a dining car, and the private car of the State Board of Health, which was used for the accommodation of the parties accompanying the train. The tour along the Kansas City Southern Railway lasted from March 18th to March 21st, and the attendance at the lectures numbered all of 10,000, though heavy rains were encountered at several places.

The lecturers and demonstrators who accompanied the train were: Dr. W. R. Dodson, director of the Agricultural Experiment Station, at Baton Rouge, La.; Prof. J. E. Garrett, assistant director and state entomologist; Mr. C. H. Staple, secretary Louisiana Jersey Breeders' Association; Mr. E. S. Richardson, in charge of Agricultural Extension Work in the state; Mr. A. P. Kerr, state chemist; Mr. W. H. Balis, agricultural extension work; Mr. F. H. Lacey, in charge of machinery; Mr. Mason Snowden, special agent, United States Department of Agriculture, in charge of Farmers' Co-operative Demonstration Work in Louisiana; Miss Agnes Morris, assistant to State Board of Health; the several United States government agents, operating in the several parishes, and Mr. J. Hollister Tull, agriculturist of the Kansas City Southern Railway. The lectures delivered related to the subject of raising hogs; raising beef cattle and tick eradication; on the management of dairy cattle; on canning and preserving, with demonstrations; on spraying and noxious insects, and on various other subjects of public interest.



STREET SCENE, VIVIAN, LOUISIANA.

Vivian, Louisiana

The town of Vivian is located midway between Shreveport, La., and Texarkana, Ark.-Tex., about 35 miles from each city, and 527 miles from Kansas City, Mo. It is in the center of a productive agricultural section, which, owing to the development of the oil fields in the immediate vicinity, is rapidly increasing in population and wealth. The population of Ward 2, in which Vivian is situated, was in 1910, 3,235, that of Vivian is between 1,500 and 2,000. Oil production, within the past two or three years, has become the engrossing pursuit of the population, and the town has made a most vigorous growth. The assessments of Ward 2 in 1911 amounted to \$3,500,000, while two years previously they had only amounted to \$200,000. Several million dollars have been expended in the production of oil and gas from this field to the markets of the world. The number of oil and gas wells which have been bored are well into the hundreds and new borings are being constantly undertaken. The daily oil production is now about 24,000 barrels, and wells having an initial flow of 1,000 to 8,000 barrels are not uncommon, though the steady producers are from 100 to 300 barrels per day. The gas and oil pipe lines of several companies pass through Vivian, and fuel for manufacturing purposes or household use is very cheap.

There are now in Vivian two banks, four hotels, four churches, a high school, one gristmill, one cotton gin, one bottling works, one large machine shop. Two sawmills, one planer, one newspaper and printing office, three oil well supply companies, a twenty-five-ton ice plant, electric light service, fifteen boarding houses, five livery barns, steam laundry, a modern telephone exchange, and fifty-two mercantile concerns, twenty of which are in brick buildings. The development of the oil industry has caused the location of allied industries and of a large number of employees, who have made their homes here and have con-

structed 125 dwellings since January 1, 1911.

The following named oil and gas companies have their headquarters here: Clark & Morgan, the Sun Company, Smith Drilling Company, Vivian Oil Company, Caddo Gas & Oil Co., Bainbridge Drilling Company, Standard Oil Company, Producers Oil Company, Busch-Everett Company, Wolf Drilling Company, Littlejohn Drilling Company, Dallas-Caddo Oil Company, Arkansas Natural Gas Company, Knight Land, Oil & Development Co., Cudahy Oil Company, Waugesbach Oil Company and Corsicana Petroleum Company, which jointly keep about 6,000 men employed in the field.

The location of the several hundred oil wells, and greatly increased cross-country travel, have made necessary the construction of good roads in various parts of Caddo Parish, and \$46,000 per year has been expended for several years for this purpose. At an election held January 23, 1912, a tax was voted for five years which will make \$115,000 available annually for road building and improvements. This tax will amount to \$575,000 in five years.

While the oil industry is the most important industrial pursuit at present, it should not be forgotten that fuel is cheaper at Vivian than almost anywhere else in Louisiana, and that enormous iron beds of best quality are only a few miles away. Clays for brick, tile, sewer pipe and pottery abound, and solid banks of fine glass sands are only four miles away from town. Hardwoods and pine timber are available for all kinds of wood-working enterprises, and manufactures in other lines could also do well. The soils in the vicinity are fertile and the production of corn, cotton and livestock, which is already large, can be greatly increased. The Progressive League of Vivian, Mr. T. E. Bird, secretary, will be pleased to furnish any desired information.

Miscellaneous Mention

Bennie Beeson Tells How He Made 227 Bushels of Corn

It is more than a pleasure to me to tell how I made 227 1-16 bushels of corn on one acre. In 1909 I joined the Boys' Corn

Club, of Lincoln County, Mississippi, and won the first prize in 1910—a gold watch, given by the Commercial Bank of Brook-

haven, Lincoln County, Mississippi. In 1911 I led in my county, in the state and in the nation.

My land is uplands, with black top soil and red clay subsoil, and has been in cultivation for eight years, being alternated with cotton and corn. For the past three years this land has received a special treatment, breaking a little deeper every year. This year I expect to break eighteen inches. It was broken in December, 1910, ten inches with a steel-beam, two-horse plow. In March I broadcasted eleven loads of barnyard manure, and cross-broke it with the same plow, following immediately with a subsoiler. This breaking was fifteen inches deep. I then harrowed it and laid off my rows three feet apart with an eight-inch middle lister. Then my fertilizer distributor was run in the same furrow, putting in 200 pounds of Meridian home mixture fertilizer. I then threw two furrows back with a small one-horse plow. (The harrowing, laying off the rows, and running the fertilizer distributor was just before planting.)

The corn was planted April 15th, on a level, with a Lulu planter. My planter puts the corn about twelve inches apart. I left generally two stalks in a hill. Did not check rows.

At the first working, 200 pounds of same fertilizer, and when in full silk 200 pounds of nitrate of soda were harrowed in mid-

dle. I worked my corn regularly once a week with an ordinary cultivator, running very shallow. I think too much corn is ruined by deep plowing. I used cultivator altogether and run it very shallow.

I have planted New Era corn both years, and it has given satisfaction in every way. New Era corn has led in every contest, so far as I know, for the past three years in this state. It gives an average of about three ears to the stalk, depends on how thick it is left in the drill. It is a prolific corn.

My land and corn was measured by Prof. Martin Hemphill and H. T. Hemphill under rules of Boys' Corn Contest.

Number of bushels made, 227 1-16. Cost of labor, etc., \$22.35, including fertilizer. Cost of manure, \$11.

No government man visited my crop. It was worked under the instructions of my father. He began demonstration work under the instructions of the government's plan three years ago. My success, to a great extent, can be traced to the Progressive Farmer. In the year 1910, there were 100 boys who made over 100 bushels to the acre, and thirty-three of them were from Mississippi.

In the year 1911, in the national contest, there were three boys from Mississippi that made over 200 bushels of corn to the acre.

BENNIE A. BEESON.

Monticello, Miss.

Industrial Notes

Amsterdam, Mo.—Negotiations are pending between the citizens of Amsterdam and a syndicate from Joplin, Mo., for the erection of a brick manufacturing plant.

Allene, Ark.—A contract has been let for the construction of a new hotel, same to cost \$3,000.

Ashdown, Ark.—The Texas Produce Company is building an addition to its warehouse. The Texarkana Trust Company will establish a branch office here. Advices from Little Rock state that the Southwestern Telegraph & Telephone Company (Bell system) has purchased the holdings of the Southern Telephone Company for \$1,100,000. The purchase includes 60 exchanges, 5,000 miles of wire, 1,500 miles of standing poles distributed mainly in Arkansas, Louisiana, Texas and Missouri.

Beaumont, Tex.—Bids were opened January 16th by the city council for sewer improvements, costing approximately \$50,000; street improvements, \$25,000; abattoir, \$25,-

000; school building, \$25,000; jail, \$15,000. In process of organization: Jefferson County Drainage District No. 2, designed to drain 95,000 acres at a cost of \$100,000, for which a bond issue is to be voted. Mr. A. J. Lambert, of Chicago, has purchased 1,280 acres of land in Jefferson County for \$16,000. The Magnolia Petroleum Company is building an eight-inch oil pipe line from Beaumont to Corsicana and Sabine. Mr. E. J. Novak, of Illinois, has purchased from Dr. A. L. Luther ten sections of land in the southern part of Jefferson County for \$80,000. The city council has ordered the paving of nineteen streets, the work to cost approximately \$300,000. The rice acreage of Texas for 1911 was 738,300 acres, the production 8,174,000 bushels; value \$6,539,000; average production 34.3 bushels per acre. The Louisiana production was 11,693,000 bushels, averaging 31.5 bushels per acre. The Beaumont Light & Power Company has built a warehouse, cost \$3,500.

Mr. J. H. Spivey has purchased the turpentine rights on 50,000,000 feet of pine timber at Voth, 9 miles from Beaumont, from the Keith Lumber Company and is erecting a turpentine still. The Texas oil production for 1911 amounted to 9,000,000 barrels and the Kansas-Oklahoma oil production for 1911 was 56,000,000 barrels. The contract has been let for the dredging of the Sabine-Neches Canal, cost \$533,000. The total available funds amount to \$856,000, leaving a balance of \$323,000 for improvements not included in the contract. The Southern Rice Growers' Association has sold 39,020 bags of rough rice to the mills for \$122,668. The Texas Company (Oil), it is reported, will increase its capital stock from \$27,000,000 to \$30,000,000 and will purchase the stock of the Producers Oil Company, valued at about \$6,000,000. The Southern Dredging Company will begin operations on deepening the Sabine-Neches Canal about March 15, 1912. The Order of Elks will erect an 8-story lodge and office building to cost \$150,000. W. C. Tyrrell will erect a store and lodge building. The building permits granted for January, 1912, amount to \$21,000. The Long-Bell Lumber Company has opened a branch office in Beaumont. Under construction: A grand-stand in base ball park with capacity to seat 4,000 people. The East Beaumont Townsite Company, capital stock \$100,000 has purchased 7,000 acres of swamp land in Orange County for \$75,000. This land is to be drained and sold in small tracts. Incorporated: Geo. W. Smyth Lumber Company, capital stock, \$100,000. Texas Storage & Transfer Co., \$10,000; Nineteen Oil Company, \$3,000.

De Queen, Ark.—The Southwest Mining & Smelting Co., of Rochester, N. Y., will operate the antimony mines near Gillham, Ark., immediately. The White Cliffs Stock Farm has been incorporated, capital stock, \$60,000. City council is preparing plans for a sewer system to cost \$35,000. Incorporated: The Bert Johnson Orchard Company, capital stock, \$75,000, domicile, Highland, Pike County, Ark. This company has added 1,007 acres of land to its holdings at an average cost of \$35 per acre, all of which is to be planted in peaches, increasing the total acreage in orchard to 3,000 acres. The Sevier County assessment for 1911 amounts to \$4,247,145, showing an increase of \$453,360 over 1910.

DeQuincey, La.—Incorporated: DeQuincey State Bank, capital stock, \$15,000.

DeRidder, La.—Dr. Brown has built a cotton gin. L. C. Toplitz has opened a gents' furnishings store. Incorporated: Bundick Creek Lumber Co., capital stock, \$10,000.

Fort Smith, Ark.—The Fort Smith Biscuit Company has increased its capital stock from \$50,000 to \$100,000 and will erect a

50x140 foot building to double its capacity. The Arkansas Laundry Company has awarded contract for a laundry building to cost \$25,000. The city will build a pump house and install filters at the waterworks plant to cost \$100,000. The city will construct 33,000 yards of street paving and 5,000 feet of storm sewers to cost \$80,000. Completed and dedicated: Echols Memorial Church. Armbruster & Co., carriage works, new factory. City council is considering construction of a new city hall and court house, same to cost approximately \$250,000. Mr. J. W. Collins, of Caney, Kansas, is considering the location of a cut glass factory, to cost \$25,000. The gross postal business of Fort Smith during the year 1911 amounted to \$1,152,669.71, showing an increase of \$134,851.98 over the year 1910. The building permits granted in January, 1912, covered eleven buildings, costing \$33,950. Incorporated: Fort Smith Park & Play Grounds Association, \$50,000; Peoples Bank, \$50,000.

Fullerton, La.—The Standard Alcohol Company of New York has under construction an ethyl alcohol plant with 5,000 gallons daily capacity; cost \$400,000.

Grandview, Mo.—A new freight depot built here, cost \$3,000.

Gentry, Ark.—The Southwestern Trust Company, which has acquired part of the Ozark Orchard Company land north of town, has in contemplation the erection of a cold storage plant with a capacity of 20,000 barrels of apples. Organized: Citizens Bank of Gentry, capital stock, \$10,000.

Gravette, Ark.—The Ozark Fruit Growers Association has shipped during 1911, strawberries, 290 carloads, of which 154 carloads came from the Monette district, 104 from the Neosho district and 32 from the Decatur district. Total number of crates, 146,500; average price obtained, \$2.12; gross returns, \$309,647.60.

Gulfton, Mo.—Mr. J. W. Weaver has purchased the McFeran mine for \$10,000 and will erect a concentrating mill.

Heavener, Okla.—The new public school house costing \$30,000 has been completed and formally dedicated.

Horatio, Ark.—Messrs. Foster and Bear, of Hope, Ark., have purchased the property of the Neal Springs Lumber Company and have acquired 16,000 acres of land (of which 9,000 are cut over), 10 million feet of pine lumber, 13 million feet of oak, 13 million feet of gum, 2 million feet of hickory and 12 million feet of other lumber, a sawmill of 50,000 feet capacity, a planer of 30,000 feet capacity and 20 miles of lumber tram.

Joplin, Mo.—The Ozark Zinc Oxide Company, whose plant, costing originally \$80,000, has been idle for a period of four years, has resumed operations. Repairs to

the value of \$10,000 have been made and about 70 people are employed. A controlling interest in the Falls City Mine was sold to J. Boyce Stone and others for \$65,000. The total outlay for street improvements in Joplin during 1911 was \$156,259. The ore production of the Joplin district for 1911 was as follows: Zinc blende, 494,631,471 pounds, valued at \$9,925,145; the lead production was 92,487,777 pounds, valued at \$2,656,568; the calamine (zinc) production was 38,133,422 pounds, valued at \$473,798. The total value of ores shipped was \$13,055,511. The lead production is greater than in any previous year. Under construction: Old Rock Distillery Company's plant on state line, cost, \$17,000. St. L. & S. F. contract let to Black Bros. Construction Company for the erection of a 10-story passenger, freight and office building to cost \$300,000. The city authorities are examining locations for a proposed new high school for which \$250,000 in bonds have been issued. Organized: A company to manufacture moving picture films. The DuPont powder mill, 8 miles east of Joplin, will be completed and in operation March 1, 1912, and will employ 100 people. The county commissioners court has approved the construction of three bridges to cost \$24,000. The capital stock of the proposed new packing company will be increased from \$50,000 to \$100,000. A citizens' fund for the purchase of the building site has been raised. The Belden Electric Company, for the enlargement of its business, has purchased a building for \$20,000. The New Method Laundry Company has purchased two lots for \$8,750 on which to build a new laundry. The city council proposes to contract 13,404 square yards of asphalt pavement to cost \$25,108. F. C. Bass and H. J. Young have established a trunk factory. Mineral Park is to be enlarged by the purchase of thirty acres of land. New concentrating mills established in Joplin lead and zinc district: Virginia Mining Company, 300 tons capacity; Big Western Mining Company, 150 tons; Thirty Acre Mining Company, Busy Bee Mining Company; S. H. & S. Mining Company; J. M. Short Mine, two mills; Bucyrus Mine; Coats & Ork Mine; Little Pumpkin Mine; Wilson & Steady Mine; Forty Mining Company; Jas. Thurman, et al.; F. H. Wear Mine; Cherokee Mine, two mills; L. C. Moses Mine, 200 tons; Rider Company, \$20,000; Chapman & Lehman; Rich in Ore Mining Company; Great Western Mining Company. New incorporations: Twin Grove Mining Company, capital stock, \$25,000; G. M. Mining Company, \$50,000; Short Creek Mining Company, \$15,000; Bowers Mining Company, \$18,000; Joplin Novelty Manufacturing Company, \$20,000; New Dividend Mining Company, \$4,800; Western Mining Company, \$50,000; Wise

Guy Milling Company, \$5,000; Big Western Mining Company, \$5,000; May Doo Mining Company, \$50,000; Lone Pilgrim Mining Company, \$25,000; Pocahontas Lead & Zinc Mining Co., \$110,000; Heil Mining Company, \$8,000.

Lake Charles, La.—Messrs. J. Willis Ward of Chicago and E. A. McIlhenny of Avery Island, La., have purchased Marsh Island, a 100,000-acre tract in Vermillion Parish, for \$100,000. This tract is to be used as a natural game preserve. The Powell Lumber Company has purchased timber land valued at \$50,000. The American Lumber Company, which owns 67,000 acres of long leaf pine timber, is now completing its new mill at Merryville, La. This new mill represents an investment of \$750,000. The capacity per ten hours is 350,000 feet. About 225 houses have been built and 800 men will be employed. The American Lumber Company is a consolidation of the Orange Lumber Company and the C. L. Smith Lumber Company. The South Sulphur Mineral & Oil Co., just organized, has purchased 500 acres of land and will bore for sulphur and oil. Mr. Oscar Moreland of Toledo, Ohio, has purchased Lake Charles school bonds to the value of \$140,000. The Calcasieu Trust Company has purchased street paving bonds to the value of \$100,000. The Calcasieu Parish police jury will create Vinton Drainage District No. 1, containing 65,000 acres and to cost for draining \$500,000, also will create the Rose Marsh District No. 1, containing 15,000 acres, to cost to drain, \$40,000. Two other districts have been formed and two more are being organized. The six drainage districts will reclaim 125,000 acres of low land. E. E. Richards has purchased the plant of the Hurricane Lumber Company with capacity of 55,000 feet of lumber per day. According to the United States census report the imports of sulphur from Sicily were as follows: 1902, tons, 171,380, value, \$3,357,650; 1908, tons, 21,136; 1909, tons, 30,589, value, \$549,632. The production of the United States was: 1904, tons, 127,292, value, \$2,663,760; 1908, tons, 369,444, value, \$6,668,215; 1909 tons 239,312, value, \$4,432,066. The Southern Rice Growers' Association sold at New Orleans to the Louisiana State Rice Milling Company, 100,000 bags of rice at \$3.25 per bag. The Louisiana State Board of Engineers, highway department, estimates that the Louisiana parishes have expended during 1911 for good roads \$1,052,926.06; the cities and towns, \$3,247,324.80, the State Highway Department, \$274,741.75; convict labor, \$38,190; total in the state, \$4,613,182.61. Leon Sugar has erected a new business building costing \$6,000. South Side Mercantile Company, new grocery and feed concern. C. O. Noble let contract for a dwelling to cost \$10,000. The Von Phul &

Gordon building has been remodeled at a cost of \$2,400. City contract let for a new jail, cost \$26,000. New incorporations: Beatty Brokerage Company, capital stock, \$10,000; Richard-Wasey Company, \$25,000; Eagle Petroleum Company, \$15,000; Nichols & Co., mercantile, \$6,000; Hartsought-Stewart Construction Co., \$300,000, will manufacture ditching machines; Harrop Company, mercantile, \$50,000.

Independence, Mo.—Bond issue of \$15,000 voted for the construction of bridges and culverts.

Kings, Ark.—Mr. Thos. Pennington has erected a cotton gin and grist mill at a cost of \$5,000.

Mansfield, La.—Messrs. McCormick and Snyder are boring the fourth oil test well in the Nabors oil field, seven or eight miles east of Mansfield. A bill has been introduced in Congress proposing to erect a public building to cost not to exceed \$60,000. Incorporated: Grand Cane Oil Company, \$50,000.

Marble City, Okla.—City council has ordered construction of three blocks of concrete sidewalk.

Mena, Ark.—New contract let for boring a well for the waterworks, to cost \$4,500 and have a depth of 1,500 feet. The laying of 44,162 feet of water mains has been completed, cost \$10,110.

Neosho, Mo.—The Neosho Good Roads Association has raised \$3,600 for the construction of a road from Neosho to Diamond. Newton County is to add \$3,000 to this fund. The tax valuations for 1912 of Newton County are \$8,044,716.

Orange, Tex.—Orange County voted December 20th, a \$200,000 bond issue for good road construction. New enterprise: Star Bottling Works. Incorporated: Stark Oil Company, \$4,890 capital stock. City contract let for street paving, \$16,000.

Pineville, Mo.—Incorporated: Bank of Pineville, \$16,000.

Pittsburg, Kans.—The Pittsburg public library has been completed and opened to the public, cost \$50,385. The Clemens & Son Coal Company has purchased 280 acres of coal lands for \$34,325. The Mayer Coal Company has purchased 200 acres for \$32,000. A new Methodist church building is to be erected at a cost of \$35,000.

Port Arthur, Tex.—The United States Harbors and River Committee has adopted the plan of the board of engineers for the improvement of the Port Arthur Canal and Sabine Pass, involving an expenditure of \$2,000,000. The work in contemplation is: (a) Repair and building up of the jetties, \$1,385,400. (b) Dredging Port Arthur Canal, 26x150 feet, \$283,800. (c) Dredging new turning basin, 26x600x1,700 feet, \$141,300; contingencies, \$189,000. The cost of maintenance will approximately be as follows: First year, new dredge, \$100,000; jetty repairs, \$100,000; operating dredge,

Sabine, \$30,000; operating dredge in channel, \$60,000; total, \$290,000. The Port Arthur Water Company will install turbine generator with 1,000 kilowatt capacity. Bond issue of \$19,000 voted for construction of new sidewalks. The total oil shipments by vessel from Port Arthur during 1911 was 976,193 barrels, crude and refined. There were loaded in January at Port Arthur 204,986 barrels of crude oil and 592,619 barrels of refined oil and from Sabine 78,792 barrels of crude oil and 99,913 barrels of refined oil. The shipments were made by the Texas Company, the Gulf Refining Company and the Magnolia Oil Company. Franchise granted to J. C. Connolly, of Ardmore, Okla., for a gas manufacturing plant. The city council has invited bids for street improvements to cost approximately \$100,000. City contract awarded for 125,000 square feet of concrete sidewalks and 25,000 linear feet of curbing. The Texas Company is building a sawmill and planer for manufacturing boxes to be used in shipping oil. Bids are invited for the delivery of 40,000 cubic yards of oyster and clam shells to be used for paving streets and sidewalks. Bonds in the sum of \$100,000 will be sold to meet the cost of the improvement. The Beaumont Gulf Fishing Company will put two fishing vessels in operation here and is constructing buildings here for the handling of the catch. New business buildings: E. E. Hartford, \$15,000; Warren McDaniel, \$10,000; Roos Bros, 2-story brick. New incorporations: Merchants State Bank, capital stock increased to \$50,000; Lake Side Press, newspaper, \$5,000.

Port Neches, La.—Under construction: New school building, cost \$16,000.

Poteau, Okla.—At the government sale of Indian lands in LeFlore County, 131 tracts were sold out of 300 offered; 8,025 acres were sold out of 22,000 acres offered. The proceeds obtained were \$62,000 and the prices varied from \$1.00 per acre to \$51.00 per acre.

Sallisaw, Okla.—An election has been ordered to vote on a bond issue of \$42,500 for waterworks extension and \$45,000 for a sanitary sewer system.

Shreveport, La.—Contracts made for improvements at the State Fair Grounds, \$100,000. Plans approved and bids asked for the construction of a new 7-story hotel building, to cost approximately \$350,000, exclusive of furnishings. The Virginia-Carolina Fertilizer Company will establish a sulphuric acid plant, to cost \$75,000. City contract let for the construction of a natatorium, to cost \$12,000. Caddo Parish will construct 25 miles of gravel or macadamized road, to cost \$100,000. The Bossier Land Company, recently incorporated, has purchased 640 acres of land, to be subdivided and sold to small farmers. The Meridian Fertilizer Company of Meridian, Miss., will build a factory here, to cost

\$150,000, and a 12-acre site for the factory has been acquired. The construction of the new levee from Cross Bayou to Twelve Mile Bayou, for which contract has been let and which is to cost \$15,680, will make available for tillage 32,640 acres of rich farming and truck land. The United States Government will construct a dam at the foot of the Caddo Lake, to cost \$100,000. The deposits in the four Shreveport banks on February 20th amounted to \$11,811,358.24. New street paving, \$12,550. Dr. E. S. Burroughs of Marshalltown, Iowa, has purchased 1,300 acres of Red River valley land, to be used as an alfalfa stock farm. Mr. J. T. Fullilove has purchased 1,000 acres from Mr. John Murphy for \$35,000. The Independent Ice & Cold Storage Company has purchased a thirty-ton ice plant. Mr. J. F. Gourne, of the Gourne Banking and Investment Company, of Fort Worth, Tex., has leased 100 acres of oil land for \$12,700. The Louisiana Exploitation Association has purchased 1,400 acres (Trilby Plantation) and will cut same up in small farms. The city voted \$50,000 bonds for fire department improvements. The plant of the Caddo Window Glass Company has now been completed and will employ 300 people. The Caddo Parish police jury has passed an ordinance requesting a vote on the proposition to levy a five (5) mill tax for five years for building and maintaining good roads. This tax would produce annually about \$115,000 or \$575,000 in the five years. The daily oil production of the Caddo oil field is now 30,000 barrels. The Gulf Refining Company has just completed construction of a 37,500 barrel oil tank. The Wray-Dickinson Company is building a garage, to cost \$14,325. The city building permits granted during 1911 numbered 1199, value of buildings, \$1,251,915. New buildings, 1912: Herman Loeb, dwelling, \$25,000; P. Meyer, dwelling, \$10,000. City building permits for January, 1912, 83, value \$104,687, including school repairs \$500, ice plant repairs \$700, warehouse \$1,500, garage \$14,325; dwellings, \$77,330; miscellaneous, \$4,042. New incorporations: Bossier Land Company; Red River Banking and Trust Company, capital stock, \$1,000,000; Motor Transfer Company, \$25,000; Mirago Company, \$150,000; Trees City Mercantile Company, \$50,000; Hub Oil Company, \$30,000; James Bayon Oil Company, \$10,000; Herndon-Jeter Company, insurance, \$15,000. The United States census gives Louisiana a population of 1,656,388, showing an increase of 274,763 over 1900.

Siloam Springs, Ark.—New establishments: Carmichael Bros., general store; Dr. Blumenthal, sanitarium. Incorporated: Ozark Cider and Vinegar Company, capacity, 750,000 gallons, capital stock, \$50,000.

Spiro, Okla.—New establishment: Spiro Investment Company, real estate.

Sulphur Springs, Ark.—The Sulphur

Spring Electric Light Company has increased its capital stock from \$15,000 to \$50,000. The road improvement fund of Benton County for 1912 amounts to \$21,978.

Texarkana, Tex.—The Nash Oil Company has found oil in paying quantity at a depth of 2,550 feet in its well at Nash, Bowie County, six miles from this city. This company controls 11,000 acres of oil leases in Bowie County. Contract has been let for the Oak Street viaduct, 1,600 feet long and to cost \$150,000. City has ordered improvements to be made on State Line Avenue, which will cost \$70,000. Forty miles of good roads in Bowie County, including \$75,000 worth of street improvements, have just been completed at a cost of \$300,000. The St. L., I. M. & S. Ry. has under construction a freight depot to cost \$25,000. The new city directory just completed gives the city a population of 18,400, of which the East Side has 7,800 and the West Side 10,600 inhabitants. The Texarkana National Bank proposes to erect a 7-story building, to cost between \$150,000 and \$200,000. Mr. Chas. Schwarz of Fulton, Ark., has purchased 2,300 acres of Red River bottom land for \$58,000. Improvement District No. 14 has \$70,000 available for street paving. The Texarkana Gas & Electric Company will extend the street car service two miles. Texarkana Preparatory School destroyed by fire to be rebuilt, cost \$4,000. The city tax assessment for 1911 amounts to \$3,465,790, for 1910 to \$3,122,170, increase, \$343,620. Mr. J. S. Ashford has purchased 640 acres of land in Bowie County for \$10 per acre. The Interstate Industrial College will open bids for school building to cost approximately \$8,000. New incorporations: Williams-Hubbard Peanut Company, capital stock, \$20,000.

Vivian, La.—Vivian has received charter as a town of the first class. Vivian Light, Ice and Water Company has made application for a franchise. The Oil City Machinery Company will add a foundry to their plant. The oil production of the Caddo field since the beginning has been as follows: 1906, barrels, 3,358; 1907, barrels, 44,908; 1908, barrels, 499,907; 1909, barrels, 1,028,818; 1910, barrels, 5,090,793, valued at \$2,292,349. The number of wells in 1910 was 226. The oil production of 1911 was approximately 10,000,000 barrels. The daily production (1912) is from 22,000 to 30,000 barrels. The largest wells brought in during January are the new well of the Gulf Refining Company, capacity 4,500 barrels per day, and that of the Producers Company, capacity 2,500 barrels per day. Incorporated: Louisiana Lumber Company, capital stock, \$30,000; Diamond Jo Oil Company; Vivian Building & Loan Association, \$100,000.

Wickes, Ark.—Contract let for a school building, \$2,500.

Land and Real Estate Agents Along the Kansas City Southern Railway

The Kansas City Southern Railway Company has no lands to sell and is not financially interested in any way in the sale of lands along its line. The following named land and real estate agents are not agents of the Kansas City Southern Railway Company and handle lands entirely on their own responsibility, but are recommended to the Company as reputable men engaged in the real estate business in the various cities and towns along the line.

- Allene, Ark.—Allene Real Estate Co.
Amoret, Mo.—C. H. Hutchins.
Amoret, Mo.—Chas. R. Bowman.
Amsterdam, Mo.—Lawrence & McDonald.
Anderson, Mo.—Dunn & Chambliss.
Anderson, Mo.—Geo. W. Mitchell.
Ashdown, Ark.—Southern Realty & Trust Co.
Atlanta, Tex.—Westbroke & Willoughby.
Ballard, Okla.—Ballard Real Estate Co.
Beaumont, Tex.—Industrial Lumber Co.
Beaumont, Tex.—Bevil & Quinn.
Beaumont, Tex.—Bryan & Vauchetlet.
Beaumont, Tex.—Heisig & Smelker.
Beaumont, Tex.—Junker & Edwards.
Beaumont, Tex.—Beaumont Land & Building Co.
Beaumont, Tex.—Theodore Heisig.
Beaumont, Tex.—Oswald Realty Co.
Beaumont, Tex.—Henry & Weaver.
Beaumont, Tex.—Jno. M. Lowrey.
Beaumont, Tex.—W. A. & W. W. Ward.
Beaumont, Tex.—Lloyd M. Blanchette.
Beaumont, Tex.—Wilson & Featherstone.
Benson, La.—A. M. Hale.
Benson, La.—Walter Nolan.
Benson, La.—D. H. Sebastian.
Benson, La.—Southern Development & Investment Co., 330 Midland Building, Kansas City, Mo.
Blanchard, La.—J. F. White.
Bloomburg, Tex.—J. M. Jones.
Bon Ami, La.—Long-Bell Lumber Co.
Carson, La.—C. E. Fullington, Kansas City, Mo.
Converse, La.—G. I. Paul.
Cove, Ark.—W. J. Barton.
Cove, Ark.—C. H. Wing, 851 N. Y. Life Bldg., Kansas City, Mo.
Cove, Ark.—A. M. Parker.
Decatur, Ark.—Fleming & Weaver.
De Queen, Ark.—Farmers & Merchants Bank & Trust Co.
De Queen, Ark.—H. C. Towson.
De Queen, Ark.—Garrison & Co.
De Queen, Ark.—W. R. Sossamon.
De Queen, Ark.—Carlton & White.
De Queen, Ark.—Lewis W. Osborne.
De Queen, Ark.—Weatherwax & Co.
De Queen, Ark.—W. P. Andrews.
De Quincey, La.—D. D. & J. Lee Herford.
De Quincey, La.—O. T. Maxwell.
De Quincey, La.—De Quincey Land Company.
De Quincey, La.—Matt Lilleburg.
De Ridder, La.—Frank W. Howard.
De Ridder, La.—J. E. McMahon.
De Ridder, La.—Robert Jones.
Drexel, Mo.—Depue & Hill.
Drexel, Mo.—J. B. Wilson.
Drexel, Mo.—D. E. Crutcher.
Eagleton, Ark.—F. W. Blanchard.
Elizabeth, La.—Industrial Lumber Co.
Elk Springs, Mo.—John W. Miller.
Fisher, La.—Louisiana Long Leaf Lumber Co.
Fort Smith, Ark.—C. W. L. Armour.
Fort Smith, Ark.—Kelly Trust Co.
Fort Smith, Ark.—Fort Smith Bank & Trust Co.
Fort Smith, Ark.—Arkansas Valley Trust Co.
Fort Smith, Ark.—W. H. Marshall.
Fort Smith, Ark.—R. R. Cravens.
Fort Smith, Ark.—Rutzel & Trusty.
Fort Smith, Ark.—Lee & Robinson.
Fort Smith, Ark.—J. L. Lavenne.
Fort Smith, Ark.—Rogers & Young.
Fort Smith, Ark.—Dawson-Thomas Real Estate Co.
Fort Smith, Ark.—Charles P. Yaden.
Frierson, La.—The Frierson Co., Ltd.
Gentry, Ark.—Gentry Realty Co.
Gentry, Ark.—Griffin & Wasson.
Gentry, Ark.—Lowell Realty Co.
Gillham, Ark.—Gillham Real Estate Co.
Goodman, Mo.—T. W. Roberts & Co.
Goodman, Mo.—J. O. Pogue.
Goodman, Mo.—G. W. Whited.
Goodman, Mo.—J. B. Welsh & Co., Finance Bldg., Kansas City, Mo.
Grandview, Mo.—Y. T. Perkins.
Grandview, Mo.—W. M. Dyer.
Granniss, Ark.—E. H. Poe.
Granniss, Ark.—Hogan & Coyle.
Gravette, Ark.—D. Carter.
Gravette, Ark.—Stokes-Stowell Land Co.
Gravette, Ark.—J. T. Oswalt.
Gravette, Ark.—Wm. Fraser.
Gravette, Ark.—W. Hustin.
Hatfield, Ark.—Arnold & Trigg.
Hatfield, Ark.—Shafer & Hammond.
Hattson, Ark.—Ozark Realty Co.
Heavener, Okla.—Yandell & Steward.
Heavener, Okla.—W. F. Colnon.
Heavener, Okla.—Wilson & Layne.
Horatio, Ark.—J. W. Everett.
Horatio, Ark.—Sessions-Pride Land Co.
Horatio, Ark.—L. L. Porter.
Hornbeck, La.—L. D. Woosley.
Hornbeck, La.—D. B. Pate.
Howe, Okla.—John Begley.
Howe, Okla.—C. E. McCartney.
Howe, Okla.—State Bank & Trust Co.
Hume, Mo.—H. C. Curtis.
Hume, Mo.—Wayts & Beadles.
Hume, Mo.—Wilson & Bloomfield.
Jaudon, Mo.—E. S. Harrison.
Joplin, Mo.—McDonald Land & Mining Co.
Joplin, Mo.—Marion Staples.
Joplin, Mo.—Pile & Perry.
Joplin, Mo.—Conqueror Trust Co.
Joplin, Mo.—S. H. & Roy E. Stephens.
Joplin, Mo.—St. Paul Mining Co.
Joplin, Mo.—W. H. Dalton.
Kingston, La.—D. B. Means.
Lake Charles, La.—Dees-West Co.
Lake Charles, La.—R. L. Coleman.
Lake Charles, La.—H. F. Von Phul.
Lake Charles, La.—Leon & E. A. Chavanne.
Lake Charles, La.—H. M. Chitwood.
Lake Charles, La.—W. K. Banker.
Lake Charles, La.—O. S. Dolby.
Lake Charles, La.—J. B. Watkins.
Lake Charles, La.—Hammond & Wentz.
Lake Charles, La.—C. S. Nabors.
Lanagan, Mo.—C. R. Wortham.
Lanagan, Mo.—Frank B. Dolson, 202 Commerce Bldg., Kansas City, Mo.
Leesville, La.—P. G. Pye & Co.
Leesville, La.—D. A. Olds.
Leesville, La.—McFarland & Wintle.
Leesville, La.—Lee McAlpin.
Leesville, La.—Hicks Abstract & Realty Co.
Lockesburg, Ark.—A. Rawlins.
Lockesburg, Ark.—G. A. Nall.
Lockesburg, Ark.—L. E. Smith.
Mansfield, Ark.—Fred Britton.
Mansfield, La.—W. H. Harrison, Jr.
Mansfield, La.—South Mansfield Realty Co.
Marble City, Okla.—Barry Dotson.
Mena, Ark.—Dennis, Kelly & Stratton.
Mena, Ark.—Hamilton-Horner.
Mena, Ark.—J. H. Naylor.
Mena, Ark.—M. B. Legate.
Mena, Ark.—W. A. Ragland.
Merwin, Mo.—C. H. Stipp.

- Merwin, Mo.—H. E. Long.
 Mineral, Ark.—H. H. Lovell.
 Neosho, Mo.—S. L. Davis.
 Neosho, Mo.—R. B. Rudy.
 Neosho, Mo.—Beeler & Beeler.
 Neosho, Mo.—Bennett & Banks Fruit Land Co.
 Neosho, Mo.—J. M. Z. Withrow.
 Noel, Mo.—H. C. Alexander.
 Panama, Okla.—W. D. Massey & Son.
 Pittsburg, Kan.—J. C. Armstrong.
 Pittsburg, Kan.—H. M. Scott.
 Pittsburg, Kan.—Moore & Cropper.
 Pickering, La.—J. D. La Brie, Keith & Perry Bldg., Kansas City, Mo.
 Port Arthur, Tex.—Port Arthur Land Co.
 Poteau, Okla.—R. E. Patrick.
 Poteau, Okla.—Tom Wall.
 Poteau, Okla.—Wyley Lowrey.
 Poteau, Okla.—W. H. Harrison.
 Poteau, Okla.—Poteau Valley Realty Co., F. W. Bird, Mgr.
 Poteau, Okla.—A. E. Deason.
 Rich Mountain, Ark.—T. W. Blanchard.
 Sallisaw, Okla.—Sallisaw Realty Co.
 Shreveport, La.—Wm. Hamilton & Co.
 Shreveport, La.—J. G. Hester, 512 Market St.
 Shreveport, La.—Queensboro Land Co.
 Shreveport, La.—S. B. Simon.
 Shreveport, La.—T. L. Hammett.
 Shreveport, La.—G. E. Gilmer, 213 Milam St.
 Shreveport, La.—Walter H. Polk.
 Shreveport, La.—La. R. E. & Develop. Co.
 Shreveport, La.—W. A. Jones.
 Shreveport, La.—Ragsdale R. E. Exchange.
 Shreveport, La.—Emery Bros.
 Shreveport, La.—L. C. Bulkley, 12 Simon Bldg.
 Shreveport, La.—L. M. McDuffie.
 Shreveport, La.—F. M. Bates.
 Shreveport, La.—Southern Realty Co.
 Siloam Springs, Ark.—J. D. Chamberlain.
 Siloam Springs, Ark.—Bank of Commerce.
 Siloam Springs, Ark.—Shannon Realty Co.
 Siloam Springs, Ark.—Dunlap & Sons.
 Siloam Springs, Ark.—L. P. Moss.
 Siloam Springs, Ark.—J. A. Petty.
 Siloam Springs, Ark.—Oklahoma Realty Co.
 Siloam Springs, Ark.—J. R. Brockman.
 South Mansfield, La.—De Soto Industrial Co., J. C. Yarbrough, Secy.
 Spiro, Okla.—Hickman & Harris.
 Spiro, Okla.—G. M. Derryberry.
- Spiro, Okla.—Cassady Real Estate Co.
 Starks, La.—Chas. Batchelor.
 Starks, La.—V. C. Clark.
 Stilwell, Okla.—W. H. Davis.
 Stilwell, Okla.—Blanch & Corley.
 Stilwell, Okla.—R. R. McCloud.
 Stilwell, Okla.—Stilwell Land Co.
 Stilwell, Okla.—Joe M. Smith.
 Stilwell, Okla.—Wyly & Anderson.
 Stotesbury, Mo.—F. B. Croft.
 Stotesbury, Mo.—J. G. Rennie.
 Stotesbury, Mo.—D. A. Beck Realty Co.
 Sulphur Springs, Ark.—Guthrey & McCallum.
 Texarkana, Ark.—Tex.—M. C. Wade, 305 State National Bank Bldg.
 Texarkana, Ark.—Tex.—W. H. Ward, 219 State National Bank Bldg.
 Texarkana, Ark.—Tex.—J. G. Johns.
 Texarkana, Ark.—Tex.—G. H. Hays, 115 East Broad St.
 Texarkana, Ark.—Tex.—Ralph Moore, 122 East Broad St.
 Texarkana, Ark.—Tex.—Louis Heilbron.
 Texarkana, Ark.—Tex.—Texarkana Trust Co.
 Texarkana, Tex.—F. A. Simonds, 219 Vine St.
 Texarkana, Tex.—W. G. Hancock, Rialto Bldg.
 Texarkana, Tex.—G. Less Co.
 Vivian, La.—A. F. Powell.
 Waldron, Ark.—Jno. D. Baker.
 West Lake, La.—Locke-Moore & Co.
 Westville, Okla.—W. H. von Hartman Realty Co.
 Westville, Okla.—T. E. Sheffield.
 Westville, Okla.—P. J. Dove.
 Westville, Okla.—W. J. Foreman.
 Wickes, Ark.—L. C. Wilson.
 Wilton, Ark.—A. Kennen.
 Wilton, Ark.—Sessions Land Co.
 Winthrop, Ark.—Sessions Land Co.
 Zwole, La.—H. A. Milner & Co.
 Zwole, La.—Sabine Lumber Co.
 Zwole, La.—R. L. Gay & Co.
 Zwole, La.—H. C. Pruitt.
- Indian Lands, Oklahoma.**
 J. G. Wright, Commissioner to the Five Civilized Tribes, Muskogee, Okla.
 Dana H. Kelsey, U. S. Indian Agent, Muskogee, Okla.
- U. S. Homestead Lands in Arkansas.**
 Receiver, U. S. Land Office, Camden, Ark.

Commercial Associations

- Amsterdam, Mo.—Commercial Club, Geo. V. Boswell, Secy.
 Anderson, Mo.—Commercial Club, Bert Dunn, Secy.
 Ashdown, Ark.—Little River County Bank, W. C. Martin, Cashier.
 Beaumont, Tex.—Chamber of Commerce, T. W. Larkin, Secy.
 Fort Smith, Ark.—Commercial League, H. G. Spaulding, Secy.
 Gravette, Ark.—Commercial Club, Herb Lewis, Secy.
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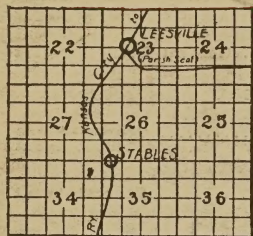
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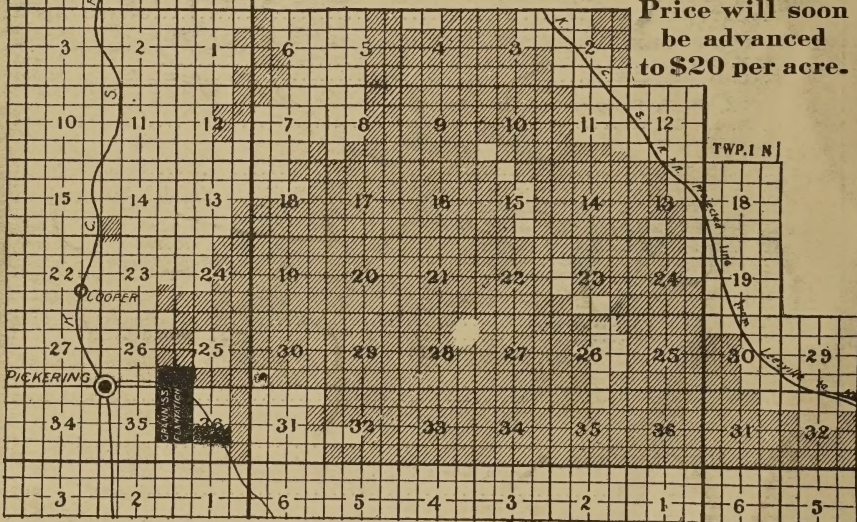


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